DEPARTMENT OF COMMERCE
BUREAU OF THE CENSUS
SAM. L. ROGERS, DIRECTOR

CENSUS OF ELECTRICAL INDUSTRIES: 1917

ELECTRIC RAILWAYS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1920

CENSUS OF ELECTRICAL INDUSTRIES: 1917.

Electric Railways.
Electric Light and Power Stations.
Telegraphs and Municipal Electric Fire-Alarm and Police-Patrol Signaling Systems.
Telephones.

(2)

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LETTER OF TRANSMITTAL.

DEPARTMENT OF COMMERCE,
BUREAU OF THE CENSUS,
Washington, D. C., October 15, 1919.

SIR:

I transmit herewith the report of the census of electric railways for 1917. This is a part of the census of electrical industries which comprises reports on telegraphs, municipal electric fire-alarm and police-patrol signaling systems, telephones, electric railways and central electric light and power stations. This census was taken in conformity with the act of Congress of June 7, 1906, and is the third census of these industries taken under the requirements of this act.

The work of collecting the data was begun early in 1918 and was done by clerks detailed from the permanent force of the bureau, and by correspondence. The results of the census of electric railways for each state were published as rapidly as the tabulations were finished, the first state totals being given to the public in February, 1919, and the United States totals in April.

The statistics were collected and the report prepared under the supervision of Eugene F. Hartley, chief statistician for manufactures. Acknowledgment is also made of the services of Mr. Story B. Ladd, who had charge of the preparation of the tables and the accompanying text.

Respectfully,

SAM. L. ROGERS,
Director of the Census.

Hon. WILLIAM C. REDFIELD,
Secretary of Commerce.

ELECTRIC RAILWAYS

ELECTRIC RAILWAYS.

CHAPTER I.—INTRODUCTION AND GENERAL EXPLANATION.

Classes of railways included.—The census of electric railways, 1917, embraced all railways other than steam roads in operation in the United States and the outlying districts of Hawaii and Porto Rico. It did not include the Philippine Islands.[1]

In addition to the electric railways it included the cable roads, the animal traction or horse roads, and those operated with gasoline-engine cars. In 1917 there were 17 companies operating 45.32 miles of cable trackage, 5 in California, 5 in Pennsylvania, 2 in Washington, and 1 each in Colorado, Minnesota, New York, Ohio, and Virginia; 8 companies operating 11.16 miles with animal traction, located 1 each in Arkansas, Georgia, Kansas, Kentucky, Missouri, New York, Ohio, and Texas; and 5 companies operating 55.61 miles of track with gasoline-engine cars, located 1 each in Alabama, Georgia, Illinois, North Dakota, and Pennsylvania. One company in Pennsylvania using electric power operated 8.24 miles of track, of which 5.74 miles were by gravity.

Steam trackage in conjunction with electric was reported by 8 companies, 1 each in California, Illinois, Indiana, Iowa, Oregon, Pennsylvania, Rhode Island, and Virginia. The steam-operated track aggregated 41.03 miles.

The cable trackage comprised 9.57 miles of inclined cable reported by 13 companies, located 3 in California, 5 in Pennsylvania, and 1 each in Colorado, Minnesota, New York, Ohio, and Virginia; and 35.75 miles of surface cable reported by 4 companies, 2 in California and 2 in Washington.

Electrically operated divisions of steam roads.—The electrically operated divisions of steam roads are divided into three groups: (1) Those that are solely electric and for which full reports could be made covering revenue, operating expense, traffic, and invested capital; (2) those operated by both steam and electricity over the same track, or under conditions that did not permit of segregated statistics; and (3) the electrified tunnel sections of the steam roads.

Those of the first group are included in all tables for electric railways and are the electric divisions of the Cripple Creek & Colorado Springs Railroad Co., of Colorado, and the Fonda, Johnstown & Gloversville Railroad Co., of New York.

The companies of the second group, 37 in number, reported physical data and, in some cases, traffic revenues and operating expenses for the electric division, but not the balance-sheet accounts. These are not included in the general tabulation.[2]

The electrically operated tunnels of the steam railroad systems and which are not included in the general tabulation are five in number, namely:

Baltimore & Ohio Railroad (Baltimore, Md.).
Boston & Maine Railroad (Hoosac tunnel, Massachusetts).
Michigan Central Railroad (Detroit River tunnel).
St. Clair Tunnel Co. (St. Clair River tunnel).
Great Northern Railway Co. (Cascade tunnel, Washington).

Other electrically operated roads.—In addition to the foregoing, there are the Chicago Tunnel Co., the Bingham Central Railway, of Utah, and the railway of the Alaska-Gastineau Mining Co., at Thane, Alaska, which are not included with the tabulated statistics. These roads are used chiefly for freight and ore haulage. The Chicago Tunnel Co. operates a system of narrow-gauge freight tunnels underlying the streets of the central business section of the city of Chicago, connecting the freight houses of 26 trunk-line railroads with the commercial warehouses. There are 52 miles of main track, 24-inch gauge, operated by overhead trolley, and the rolling stock comprises 126 electric locomotives and 3,000 cars of 1-ton capacity. In 1917 the system consumed 3,368,179 kilowatt hours of energy, all purchased, of which approximately 800,000 kilowatt hours was for lighting purposes and 2,568,179 kilowatt hours was delivered to the car lines. The Bingham Central Railway operates 4 miles of narrow-gauge tunnel trackage for ore haulage, with an equipment of 5 electric locomotives and 89 cars. In 1917 the power consumption was 338,000 kilowatt hours of purchased energy. The Alaska Gastineau Mining Co. operates 5.28 miles of electrified overhead-trolley trackage between Thane and Perseverance, Alaska. The road is used chiefly for ore haulage. The rolling stock comprises 5 electric locomotives and 104 cars (2 combination passenger and baggage cars, 92 ore cars, and 10 work cars). The company has a hydroelectric power plant of 15,200 horsepower capacity and generated in 1917 36,242,720 kilowatt hours of energy, chiefly for mine and mill purposes. There was delivered to the car lines 781,644 kilowatt hours of energy.

A summary of all electrically operated trackage, including the electrified divisions of steam roads, the electrified tunnels of steam roads, and the freight and ore roads above referred to, will be found on page 28 of this report.

[1] Philippine Islands, 1917—One electric railroad, the Manila Electric Railroad & Lighting Corporation, with 52 miles of track.

[2] See directory, p. 107, for a list of the roads.

Municipal railways.—In 1912 the only municipal railways were those of the cities of Monroe, La., and San Francisco, Calif. The Municipal Railway of San Francisco was constructed during 1912 and did not commence operation until December 24 of that year. In 1917 there were 8 municipal railways, namely:

Municipal Railway of San Francisco, San Francisco, Calif.
Municipal Street Railway, Lincoln, Ill.
Pekin City Municipal Railway, Pekin, Ill.
Alexandria Municipal Railway, Alexandria, La.
Monroe Street Railway, Monroe, La.
St. Louis Waterworks Railway, St. Louis, Mo.
Seattle Municipal Street Railway, Seattle, Wash.
Tacoma Municipal Railway, Tacoma, Wash.

There is also the State road of North Dakota at Bismarck, owned by the state and operated in connection with the state capital.

The statistics for these roads, both separately and as a group, are given in Table 163, page 168.

Railway and auxiliary operations.—Many electric railway companies sell current for light and power, and, where possible, separate reports were made for the railway and for the light and power departments. But in the majority of cases the operations are so interrelated, the power equipment particularly being a common unit, that it is impossible to segregate all labor, operating expense, and capital invested, and the railway report includes all data. Statistics of the income of the light and power departments of the electric railways and the aggregate power statistics for central electric light and power stations and for electric railways will be found in the report for Central Electric Light and Power Stations.

Other auxiliary operations conducted by railway companies are the manufacture of gas, ice, distribution of natural gas, and operation of a ferry. When possible the investments in such collateral enterprises are reported separately from the investments in railway property, and the net income therefrom. A notable instance of unseparable investment in railway and nonrailway property is the Hudson Terminal Building of the Hudson & Manhattan Railroad, of New York City, the subsurface and lower portions of which pertain to railway operations, while a large revenue is derived from office rentals.

Bridge properties, tunnels, turnpikes, and amusement parks and resorts and all properties used in transportation operations, in operations incident thereto, or in auxiliary operations are included in the investment account.

Period covered.—The majority of the reports were for the calendar year. Of the 943 operating companies in 1917, 889 reported for the calendar year, 13 for the fiscal year ending June 30, 1917, 3 for the fiscal year ending June 30, 1918, 8 for fiscal years ending at other dates in 1917, 11 for fiscal years ending at other dates in 1918, and 19 furnished reports for part-time operations. The 19 part-time companies represent 101 miles of track, and include 2 companies with 15 miles of track that began operations during the year; the Tacoma Municipal Railway with 6.79 miles of track that took over operations in November, 1917; 1 company with 15 miles of track that was sold by the receivers; 8 companies with 48.71 miles of track (of which 17.45 miles were abandoned or dismantled) that suspended operations; and 7 "summer roads" with 15.18 miles of track operated during the summer months only. There were 34 part-time reports in 1912 and 55 in 1907.

Class of companies.—The companies are classified as (1) operating companies and (2) nonoperating or lessor companies.

Operating companies.—This class includes all operating street and electric railways, whether track is owned or leased. There were 943 companies operating 44,835.37 miles of single track, of which 36,543.76 miles (exclusive of 261 miles leased to operating companies), or 81.5 per cent, were owned; 7,912.37 miles were leased, and 379.24 miles were operated under trackage rights from steam railroad companies. In 1912, 81.1 per cent of the operated trackage was owned by the companies operating and 18.3 per cent leased, the tracks used under trackage rights constituting six-tenths of 1 per cent. There were 19 companies in 1917, operating 1,915.65 miles of track, that did not own any track, all being leased or operated under trackage rights. These companies comprise 6 in Pennsylvania with 893.15 miles; 2 in New York with 272.32 miles; 2 in Ohio with 283.90 miles; and 1 each in Delaware, Illinois, Indiana, Maine, Minnesota, New Hampshire, New Jersey, South Carolina, and West Virginia.

Lessor companies.—This class, 364 in number, includes companies owning railway property leased to and operated by other companies, in most cases under agreement providing for the payment of interest on the funded debt, taxes, and fixed dividends on the stock of the lessor company. Included therewith are companies maintaining separate organizations though leased to and controlled through stock ownership by other companies, largely in Pennsylvania. At the censuses of 1912 and 1907 these were treated as mergers and not enumerated in the class of lessor companies. This class includes 20 companies without track ownership, but with an investment of $54,937,808 in "Road and equipment." In the main they are companies with leased trackage which they once operated, but which is now subleased to and operated by other companies. They are all in Pennsylvania and comprise the following companies:

Harrisburg Traction Co.
Union Traction Co. of Philadelphia.
Electric Traction Co.
Philadelphia Traction Co.
Peoples Traction Co.
Ambridge, Dixmont, Emsworth Street Railway Co.
Allegheny Traction Co.
Central Traction Co.
Citizens Traction Co.
Duquesne Traction Co.
Pittsburgh Traction Co.
Pittsburgh, Allegheny & Manchester Traction Co.
Pittsburgh & Birmingham Traction Co.
Second Avenue Traction Co.
The Second Avenue Traction Co.
West End Traction Co.
Schuylkill Valley Traction Co.
Reading Traction Co.
Chester Traction Co.
Wilkes-Barre & Wyoming Valley Traction Co.

Holding companies.—At the census of 1912 some data were presented for holding companies, organized for the purpose of acquiring the stock and bonds of railways, light and power companies, etc., for the purpose of investment, though some of them control the operations of the properties. There are also organizations which act as managers of railway and light and power properties, but neither of these two classes of organizations are confined to electric railways, nor are they within the scope of this census.

Basis of classification.—Operating companies are classified in three ways in order that statistics may be presented for companies operated under similar conditions, viz, (1) according to size on the basis of income from railway operations, with three groups; (2) according to character of business, without and with auxiliary operations (companies operating full time) and part-time operations, etc.; and (3) according to the predominant character of roadway, designated as "Elevated and subway" and "Surface" or all other.

Classification according to income from railway operations.—The three groups conform to the grouping for electric railways adopted by the Interstate Commerce Commission:

Class A.—Companies having income from railway operations of more than $1,000,000; designated in the tables as "Over $1,000,000."

Class B.—Companies having income from railway operations of more than $250,000 but not in excess of $1,000,000; designated in the tables as "Over $250,000 to $1,000,000."

Class C.—Companies having income from railway operations not in excess of $250,000; designated in the tables as "$250,000 and less."

Classification according to character of business.—Three groups are distinguished: Companies without light and power departments and in operation for the full year for traffic, designated as class X; companies covering full-year operations of railway and light and power departments in a single report, designated as class Y; and all other companies, designated as "Miscellaneous," or class Z. The third group includes those operated during the summer season only, those that began or suspended operations during the year, the exclusively animal traction or horse roads (5 in number), and those operated solely for the purpose of holding a franchise.

Classification according to character of roadway.—This classification presents statistics of elevated and subway roads in comparison with the surface roads, or those which are essentially surface. The elevated and subway group includes those having elevated or subway trackage in excess of surface trackage. It does not include the mixed elevated, surface, and subway systems of Boston, Mass., and Philadelphia, Pa. It comprises the four elevated roads of Chicago (Chicago & Oak Park Elevated, Metropolitan West Side Elevated, Northwestern Elevated, and South Side Elevated) and the Interborough Rapid Transit, New York Consolidated, and the Hudson & Manhattan, of New York. These 7 companies operated 666.11 miles of single track, comprising 614.62 miles of elevated and subway track and 51.49 miles of surface track.

CHAPTER II.—DEVELOPMENT OF [illegible]

Comparison with prior censuses.—Table 1 is a comparative summary for the continental United States of the principal features for the censuses of 1917, 1912, 1907, 1902, and 1890, with the percentages of increase for the intervening periods.

The censuses of 1890 and 1902 were for the fiscal year ending June 30. The later censuses relate to the calendar year. For the censuses of 1902 and 1907 the number [illegible] number for [illegible] later censuses [illegible] given date [illegible] tember 29. [illegible] day—as it was [illegible] fied day would [illegible] not vary greatly [illegible]

Table 1

ELECTRIC RAILWAYS [illegible]

	1917	1912	1907	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Number of companies	[2] 1,297	1,260	1,228	[illegible]	[illegible]				
Operating	943	975	945	[illegible]					
Lessor	[3] 354	285	281	[illegible]					
Miles of line	[3] 32,547.58	[4] 39,437.96	26,547.19	[illegible]	[illegible]				
Miles of single track	[5] 44,935.27	[6] 41,064.92	[7] 34,281.54	[illegible]	[illegible]				
Operated by—									
Electricity	44,676.51	40,898.39	34,087.64	[illegible]	[illegible]				
Cable	46.22	56.41	61.71	[illegible]	[illegible]				
Animal traction	11.16	57.72	136.11	[illegible]	[illegible]				
Steam	41.08	76.34	105.06	[illegible]	[illegible]				
Gasoline-engine cars	56.61	66.16	40.99	[illegible]					
Gravity	5.74								
Cost of road and equipment	$5,126,441,509	$4,506,548,292	$3,637,668,708	$2,167,634,[illegible]	[illegible]				
Number of employees	294,826	292,461	221,429	140,[illegible]	[illegible]				
Number of passenger cars	79,914	76,192	70,016	69,[illegible]	[illegible]				
Number of revenue passengers	11,304,660,462	9,545,554,667	7,441,114,708	4,774,211,[illegible]	[illegible]				
Number of revenue passengers per mile of track (all tracks)	[8] 252,323	[9] 232,555	[9] 216,322	[10] 212,217	[illegible]				
Operating revenues	$709,825,092	$567,511,704	$418,187,858	$247,582,[illegible]	[illegible]				
Operating expenses	$452,594,654	$332,[illegible],355	$251,[illegible],252	$142,312,597	[illegible]				
Ratio of operating expenses to operating revenues (per cent)	63.8	58.7	60.1	57.5	[illegible]				

[1] A minus sign (—) denotes decrease; percentage not computed when base is less than 100.
[2] Includes companies maintaining separate organization, though leased to and controlled through stock ownership by other [illegible] 1912 and 1907 they were treated as merged and not included in number reported.
[3] Exclusive of 25.96 miles not operated and 26.77 miles leased to steam railroad companies.
[4] Exclusive of 19.73 miles not operated and 18.26 miles leased to steam railroad companies.
[5] Exclusive of 36.18 miles not operated and 30.38 miles leased to steam railroad companies.
[6] Exclusive of 23.49 miles not operated and 31.22 miles leased to steam railroad companies.
[7] Exclusive of 17.05 miles not operated and 5 miles leased to steam railroad companies.
[8] Compressed air.
[9] Exclusive of trackage of 1 railway carrying freight only, 1 engaged in switching, and track not operated by electric railway companies [illegible] track, 260,368.
[10] Exclusive of trackage of railways carrying no passengers, and of track not operated.
[11] Exclusive of trackage of 2 railways carrying freight only and of 4 companies not reporting revenue passengers.

The statistics for 1917 and 1912 are essentially complete and based upon certified returns. In only a few cases has it been necessary to resort to the reports of public service commissions, railway commissions, or other sources for data to complete the returns. At the census of 1890, 83 of the 789 companies did not report and the data were gathered from other sources, or estimated. In 1902 only 20 reports of operating companies were deficient in some particular and in 1907 but 6.

In 1890 the railways, other than steam roads, were confined mainly to urban districts and operated on the public streets, and were correctly designated as "street railways"; but with the development of the industry the interurban factor has become more and more important and many of the steam roads or divisions thereof have been electrified. The totals for the several censuses have been made as nearly as possible comparable and in the main show the growth of the industry.

The electrification of street railways was essentially complete in 1902, the trackage operated [illegible] power in that year constituting but 3 per [illegible] total, and this decreased to 1 per cent in [illegible] per cent in 1912, and in 1917 to 0.35 per cent.

The cost of construction and equipment is, in a large number of cases, the par value of the outstanding stocks and bonds, but it should not be taken as representing the actual amount invested in track and equipment of railway property. It includes investments in electric power installations, not all of which are used for railway purposes; the distribution and installation of light and power departments; some investments in other industries, office buildings, etc., not separable from railway investments; and a large amount of intangible capital and capitalized franchise values, etc. The cost of road and equipment as reported for 1917 averages $116,991 per mile of single track owned, as compared with $113,579 in 1912, $105,735 in 1907, $96,005 in 1902, and $47,933 in 1890.

Table 2 is a comparative detailed summary for 1917, 1912, and 1907.

COMPARATIVE SUMMARY, INCLUDING TRAFFIC, INCOME, AND CAPITALIZATION: 1917, 1912, AND 1907.

Table 2	1917	1912	1907	PER CENT OF INCREASE.[1] 1907–1917	1912–1917	1907–1912
Number of companies [2]	1,307	1,260	1,236			
Operating	943	975	945			
Lessor [2]	364	285	291			
Miles of single track, all tracks [3]	44,835.37	41,064.82	34,403.56	30.3	9.2	19.4
Running track	43,364.83					
Main track	41,446.67	38,333.62	32,485.87	27.6	8.1	18.0
Road or first track	32,547.58	30,437.86	25,547.19	27.4	6.9	19.1
Second track	8,656.08	7,895.76	6,938.68	28.3	12.7	13.8
Other main track (third, fourth, etc.)	243.01					
Sidings and turnouts	1,918.16	2,731.20	1,917.69	76.7	24.1	42.4
Track in car houses, storage yards, etc	1,470.54					
Rolling stock:						
Cars, number	102,603	94,016	83,641	22.7	9.1	12.4
Revenue cars	91,448	83,956	75,685	20.8	8.9	10.9
Passenger	79,914	76,162	70,016	14.1	4.9	8.8
Express, freight, baggage, and mail	11,534	7,794	5,669	103.4	48.0	37.5
Service cars	11,155	10,060	7,956	40.2	10.9	26.4
Electric locomotives	357	277	117	205.1	28.9	136.8
Persons employed by operating companies:						
Number	294,826	282,461	[4] 221,429	33.1	4.4	27.6
Salaries and wages	$267,240,362	$200,890,939	$150,991,099	77.0	33.0	33.0
Salaried employees—						
Number	27,151	23,271	11,700	132.1	16.7	98.9
Salaries	$33,909,674	$26,128,786	$12,909,466	162.7	29.8	102.4
Wage earners—						
Number [5]	267,675	259,190	209,729	27.6	3.3	23.6
Conductors and motormen	136,184	131,321	115,518	17.9	3.7	13.7
Other employees	131,491	127,869	94,211	39.6	2.8	35.7
Wages	$233,330,688	$174,762,153	$138,081,633	69.0	33.5	26.6
Conductors and motormen	$127,222,144	$95,451,625	$75,705,054	68.0	33.3	26.1
Other employees	$106,108,544	$79,310,528	$62,376,579	70.1	33.8	27.1
Power-plant equipment:						
Horsepower, total	4,200,192	3,661,385	[6] 2,519,823	66.7	14.7	45.3
Steam, horsepower	3,543,915	3,165,888	[6] 2,411,527	47.0	11.9	31.3
Turbines—						
Number	564	462	252	123.8	22.1	83.3
Horsepower	2,322,692	1,462,800	535,404	333.8	58.8	173.2
Engines, not turbines—						
Number	1,177	1,796	[6] 3,116	−62.2	−34.5	−42.4
Horsepower	1,221,223	1,703,088	[6] 1,876,123	−34.9	−28.3	− 9.2
Internal-combustion engines—						
Number	53	48	41			
Horsepower	28,294	24,190	16,335	73.2	17.0	48.1
Water wheels and turbines—						
Number	316	383	228	38.6	−17.5	68.0
Horsepower	627,983	471,307	91,961	582.9	33.2	412.5
Electric power:						
Kilowatt capacity of dynamos	2,924,779	2,505,316	1,723,416	69.7	16.7	45.4
Alternating and polyphase current	2,392,743	1,738,191	781,914	206.0	37.6	122.3
Direct current	532,036	767,125	941,502	−43.5	−30.6	−18.5
Electric energy, kilowatt hours	12,187,850,831	9,020,017,789			35.1	
Generated	7,240,502,789	6,002,659,036	4,759,130,100	52.1	20.6	26.1
Purchased	4,947,348,042	3,017,358,753	(7)		64.0	
Traffic:						
Passengers carried	14,506,914,573	12,135,341,716	9,533,080,766	52.2	19.5	27.3
Revenue	11,304,660,462	9,545,554,067	7,441,114,508	51.9	18.4	28.3
Transfer	3,021,137,935	2,423,918,024	1,995,658,101	51.4	24.6	21.5
Free	181,116,176	165,869,025	96,308,157	88.1	9.2	72.2
Revenue car mileage	2,139,801,530	1,921,620,074	1,617,731,300	32.3	11.4	18.8
Passenger	2,087,818,534	1,885,870,157	1,583,831,199	31.8	10.7	19.1
Express, freight, and mail	51,982,996	35,749,917	33,900,101	53.3	45.4	5.5
Revenue car hours [8]	203,056,931	190,478,140	151,338,944			
Passenger	199,052,633	187,590,223	148,678,052			
Express, freight, and mail	4,004,298	2,887,917	2,660,892			
Average number of revenue passengers—						
Per mile of track operated (all tracks) [9]	252,323	232,556	216,522	16.5	8.5	7.4
Per mile of running track [8]	260,868	(7)	(7)			
Per passenger car mile	5.41	5.06	4.70			
Per passenger car hour	53.69	48.38	43.06			
Condensed income accounts:						
Operating companies—						
Income from all sources	$730,108,040	$585,930,517	[4] $429,744,254	69.9	24.6	36.3
Operating revenues—						
Railway operations	650,149,806	535,996,122	400,896,084	62.2	21.3	33.7
Auxiliary operations	59,675,286	31,515,582	17,291,824	245.1	89.4	82.3
Total operating revenues	709,825,092	567,511,704	418,187,858	69.7	25.1	35.7
Operating expenses	452,594,654	332,896,356	251,309,252	80.1	36.0	32.5
Net operating revenue	257,230,438	234,615,348	166,878,606	54.1	9.6	40.6
Taxes	45,756,695	35,027,965	19,755,602	131.6	30.6	77.3
Operating income	211,473,743	199,587,383	147,123,004	43.7	6.0	35.7
Nonoperating income	20,282,948	18,418,813	11,556,396	75.5	10.1	59.4
Gross income	231,756,691	218,006,196	158,679,400	46.1	6.3	37.4

[1] A minus sign (−) denotes decrease; percentage not computed when base is less than 100.
[2] Includes, for 1917, companies maintaining separate organization though leased to and controlled through stock ownership by other companies, largely in Pennsylvania. In 1912 and 1907 these were treated as merged and not included in number reported.
[3] Includes track lying outside the United States (1917, 27.06 miles; 1912, 31.91 miles; and 1907, 27.52 miles) and excludes track not operated for 1917 and 1912; includes, for 1907, track not operated and track leased to steam roads, 22.05 miles.
[4] Exclusive of 6 companies which failed to furnish this information.
[5] Number employed Sept. 29, 1917, and Sept. 16, 1912; average number for 1907.
[6] Includes 857 units of 43,344 horsepower reported as auxiliary engines.
[7] Figures not available.
[8] Represents 836 companies in 1917, 899 in 1912, and 734 in 1907.
[9] Exclusive of idle track and freight and switching roads.

COMPARATIVE SUMMARY, INCLUDING TRAFFIC, INCOME, AND CAPITALIZATION: 1917, 1912, AND 1907—Continued.

Table 2—Continued.	1917	1912	1907	PER CENT OF INCREASE.[1]		
				1907-1917	1912-1917	1907-1912
Condensed income accounts—Continued.						
Deductions from gross income—						
Rent for leased roads (lines and terminals)	$48,302,823	$44,784,521	$48,022,596	0.6	7.9	−6.7
Interest on funded and unfunded debt	119,113,018	98,025,338	63,740,744	86.9	21.5	53.8
Miscellaneous	7,889,920	7,056,448	[2] 6,575,774	20.0	11.8	7.3
Total deductions	175,305,761	149,866,307	118,339,114	48.1	17.0	26.6
Net income	56,450,930	68,139,889	40,340,286	39.9	−17.2	68.9
Dividends	48,337,435	51,650,117	26,454,732	82.7	−6.4	95.2
Surplus	8,113,495	16,489,772	13,885,554	−41.6	−50.8	18.8
Lessor companies—						
Income from all sources	43,216,501	35,605,367	47,913,249	−9.8	21.4	−25.7
Rentals from operating companies	42,759,850	35,144,521	47,500,933	−10.0	21.7	−26.0
Miscellaneous income	456,651	460,846	412,316	10.8	−0.9	11.8
Deductions from income	17,897,373	16,090,372	19,465,984	−8.1	11.2	−17.3
Interest on funded debt	16,147,380	15,234,132	17,702,263	−8.8	6.0	−13.9
Taxes and miscellaneous (maintenance of organization, etc.)	1,749,993	856,240	1,763,721	0.8	104.4	−51.5
Net income	25,319,128	19,514,995	28,447,265	−11.0	29.7	−31.4
Dividends	24,925,706	19,342,101	28,030,542	−11.1	28.9	−31.0
Surplus	393,422	172,894	416,723	−5.6	127.6	−58.5
Capitalization:						
Total (gross)	5,532,223,818	4,708,568,141	[3] 3,774,772,096	46.6	17.5	24.7
Operating companies	4,626,788,077	3,956,718,023	2,811,876,374	64.5	16.9	40.7
Lessor companies	905,435,741	751,850,118	962,895,722	−6.0	20.4	−21.9
Capital stock	2,473,846,851	2,379,346,313	2,097,708,856	17.9	4.0	13.4
Operating companies	2,006,151,013	1,957,300,149	1,543,269,002	30.0	2.5	26.8
Lessor companies	467,695,838	422,046,164	554,439,854	−15.6	10.8	−23.9
Funded debt	[4] 3,058,377,167	2,329,221,828	1,677,063,240	82.4	31.3	38.9
Operating companies	2,620,637,064	1,999,417,874	1,268,607,372	106.6	31.1	57.6
Lessor companies	437,740,103	329,803,954	408,455,868	7.2	32.7	−19.3
Gross capitalization per mile of track	[5] 126,021	116,435	111,569	.....	.....	.....
Net capitalization on account of electric railways (excluding investments in securities and nonoperating property)	4,889,962,096	4,243,317,727	3,400,107,899	43.8	15.2	24.8
Net capitalization per mile of track	[5] 111,391	104,930	100,495	.....	.....	.....

[1] A minus sign (−) denotes decrease; percentage not computed when base is less than 100.
[2] Includes charges for sinking fund.
[3] Exclusive of 6 companies which failed to furnish this information.
[4] Includes real estate mortgages ($7,197,895) in 1917; not included in 1912 and 1907.
[5] Based on 43,899.11 miles of owned track which is exclusive of 5.30 miles not represented by capitalization.

The large increase in salaried employees from 1907 to 1912 was apparently due to reporting, in some cases, foremen, inspectors, and electricians as wage earners in 1907 and as salaried employees in 1912.

Figures are not available for the quantity of electric energy purchased in 1907, but on the basis of expenditure for power in comparison with 1912 the quantity purchased is estimated as 1,543,000,000 kilowatt hours. The aggregate of generated and purchased energy involves some duplication, as it includes power purchased from railway companies as well as from electric power companies, the bulk, however, being from electric power companies.

Table 3 shows the per cent distribution of the statistics for cars, persons employed, power, traffic, income, and capitalization as presented in Table 2 and the changes in the relative proportions.

The aggregate income of all companies, operating and lessor, in 1917, with elimination of the duplication on account of the rentals received by the lessor companies, was $730,564,691. Of this amount, 28.5 per cent was disbursed as a return on capital in the form of dividends and interest on funded and floating debt, −18.5 per cent for interest, and 10 per cent in the form of dividends. In 1912 the total income was $586,391,363, of which 31.4 per cent was for capital returns—interest 19.3 per cent and dividends 12.1 per cent—and in 1907 the total income was $430,156,570 of which 19 per cent was for interest and 12.7 per cent for dividends, or 31.7 per cent for capital returns. For, 1902 comparative data are: Total income, $250,526,642; for interest, 18.5 per cent; for dividends, 13.2 per cent. The proportion of the total income required to meet interest charges shows fairly constant for the four censuses, varying from 18.5 per cent to 19.3 per cent, but the portion disbursed as dividends has decreased approximately from 13.2 to 10 per cent.

Table 3	PER CENT DISTRIBUTION OF ITEMS IN TABLE 2.		
	1917	1912	1907
Cars, total number	100.0	100.0	100.0
Revenue cars	89.1	89.3	90.5
Passenger	77.9	81.0	83.7
Express, freight, baggage, and mail	11.2	8.3	6.8
Service cars	10.9	10.7	9.5
Persons employed, total number	100.0	100.0	100.0
Salaried employees	9.2	8.2	5.3
Wage earners	90.8	91.8	94.7
Conductors and motormen	46.2	46.5	52.2
Other employees	44.6	45.3	42.5
Power, total horsepower	100.0	100.0	100.0
Steam	84.4	86.4	95.7
Turbines	55.3	39.9	21.2
Engines, not turbines	29.1	46.5	74.5
Internal-combustion engines	0.6	0.7	0.6
Water wheels and turbines	15.0	12.9	3.7
Traffic:			
Passengers, total number	100.0	100.0	100.0
Revenue	77.9	78.6	78.1
Transfer	20.8	20.0	20.9
Free	1.3	1.4	1.0
Per cent ratio of transfer and free passengers to revenue passengers (revenue passengers 100.0)—			
Transfer	26.7	25.4	26.8
Free	1.6	1.7	1.3
Revenue car mileage	100.0	100.0	100.0
Passenger	97.6	98.1	97.9
Express, freight, baggage, and mail	2.4	1.9	2.1
Revenue car hours	100.0	100.0	100.0
Passenger	98.0	98.5	98.2
Express, freight, baggage, and mail	2.0	1.5	1.8
Income accounts:			
Operating companies—			
Income from all sources	100.0	100.0	100.0
Operating revenues	97.2	96.9	97.3
Railway operations	89.0	91.5	93.3
Auxiliary operations	8.2	5.4	4.0
Nonoperating income	2.8	3.1	2.7

	PER CENT DISTRIBUTION OF ITEMS IN TABLE 2.		
	1917	1912	1907
Income accounts—Continued.			
Operating companies—Continued.			
Operating expenses	62.0	56.8	58.5
Taxes	6.3	6.0	4.6
Gross income	31.7	37.2	36.9
Deductions from gross income	24.0	25.6	27.5
Net income	7.7	11.6	9.4
Dividends	6.6	8.8	6.2
Surplus	1.1	2.8	3.2
Lessor companies—			
Income from all sources	100.0	100.0	100.0
Rentals from operating companies	98.9	98.7	99.1
Other income	1.1	1.3	0.9
Deductions from income—			
Interest on funded debt	37.4	42.8	37.6
Maintenance of organization and other deductions	4.0	2.4	3.0
Net income	58.6	54.8	59.4
Dividends	57.7	54.3	58.5
Surplus	0.9	0.5	0.9
Capitalization (gross)	100.0	100.0	100.0
Operating companies	83.6	84.0	74.5
Lessor companies	16.4	16.0	25.5
Capital stock	44.7	50.5	55.6
Operating companies	36.3	41.5	40.9
Lessor companies	8.4	9.0	14.7
Funded debt	55.3	49.5	44.4
Operating companies	47.4	42.5	33.6
Lessor companies	7.9	7.0	10.8
Dividends	100.0	100.0	100.0
Operating companies	66.0	72.8	48.6
Lessor companies	34.0	27.2	51.4
Interest on funded and unfunded debt	100.0	100.0	100.0
Operating companies	88.1	86.5	78.3
Lessor companies	11.9	13.5	21.7

A comparison of income and expense on a revenue-passenger unit basis is given in Table 4 for 1917, 1912, 1907, and 1902.

The table shows, in cents and decimals of a cent per revenue passenger, the distribution of the income according to source and the disposition of same according to the principal classes of operating and disbursement accounts.

Table 4	INCOME AND EXPENSE PER REVENUE PASSENGER.			
	1917	1912	1907	1902
	Cents.	*Cents.*	*Cents.*	*Cents.*
Income from all sources	6.46	6.14	5.78	5.25
Railway operations	5.75	5.62	5.39	5.05
Auxiliary operations	0.53	0.33	0.23	0.14
Nonoperating income	0.18	0.19	0.16	0.06
Operating expenses	4.00	3.49	3.38	2.98
Taxes	0.40	0.37	0.27	0.27
Interest	1.20	1.19	1.10	0.97
Other deductions from income	0.14	0.18	0.11	0.02
Net income	0.72	0.91	0.92	1.01
Dividends	0.65	0.74	0.73	0.69
Surplus	0.07	0.17	0.19	0.32

Comparative summary of selected companies.—A comparative presentation for 1917 and 1912 for certain companies that operated under like conditions in both years is given in Table 5. They are selected primarily from classes A and B, those with incomes from railway operations in excess of $250,000, though 8 roads of class C are included to give the comparison general territorial representation. Three of these smaller roads are in California and 1 each in Arkansas, Florida, Mississippi, North Carolina, and Vermont. In making the selection, all roads of classes A and B were taken which operated under like conditions in both years. Some of the important companies are excluded because through mergers or consolidations, or change in the method of reporting the operations of light and power departments, their inclusion would vitiate the comparison. The companies included are indicated in the directory of companies (p. 107).

Table 5 presents the comparative statistics for these 110 companies, by geographic divisions. The data include the operating revenues, operating expenses, net operating revenues, taxes, nonoperating income, and gross income; also the deductions from gross income, including rent for leased roads, interest on funded and unfunded debt, and other deductions; net income, dividends, and the resulting surplus or deficit. Charges for sinking funds and other reserves are charges against surplus and are not included under deductions from gross income.

COMPARATIVE SUMMARY OF 110 COMPANIES OPERATING UNDER LIKE CONDITIONS IN BOTH YEARS: 1917 AND 1912.[1]

Table 5

Division.	Census year.	Number of companies.	Per cent of all companies.	Operating revenues. Total.	Operating revenues. Per cent of total for all companies.	Operating expenses.	Net operating revenue.	Taxes.	Nonoperating income.	Gross income.
United States	1917	110	11.7	$420,588,366	59.3	$263,329,144	$157,259,222	$27,179,298	$7,809,356	$137,889,280
	1912	110	11.3	$347,040,256	61.2	$198,114,222	$148,926,034	$21,729,033	$7,874,333	$135,071,334
Increase (+) or decrease (−)				+$73,548,110		+$65,214,922	+$8,333,188	+$5,450,265	−$64,977	+$2,817,946
Per cent of increase (+) or decrease (−)				+21.2		+32.9	+5.6	+25.1	−0.8	+2.1
New England	1917	12	14.0	$58,163,298	82.7	$43,218,430	$14,944,868	$3,285,806	$539,870	$12,198,932
	1912	12	13.2	$47,299,955	83.7	$30,851,695	$16,448,260	$3,826,623	$777,460	$13,399,097
Increase (+) or decrease (−)				+$10,863,343		+$12,366,735	−$1,503,392	−$540,817	−$237,590	−$1,200,165
Per cent of increase (+) or decrease (−)				+23.0		+40.1	−9.1	−14.1	−30.6	−9.0
Middle Atlantic	1917	30	12.4	$158,202,733	67.6	$89,421,263	$66,781,470	$9,980,786	$4,408,171	$63,208,855
	1912	30	12.2	$132,212,622	69.0	$71,090,732	$61,121,890	$8,081,282	$3,655,838	$56,696,446
Increase (+) or decrease (−)				+$25,990,111		+$18,330,531	+$7,659,580	+$1,899,504	+$752,333	+$6,512,409
Per cent of increase (+) or decrease (−)				+19.7		+25.8	+12.5	+23.5	+20.6	+11.5
East North Central	1917	20	9.0	$71,327,814	39.9	$48,410,310	$22,917,504	$3,637,005	$1,121,048	$20,401,547
	1912	20	9.0	$51,187,489	37.8	$29,942,546	$21,244,943	$2,784,853	$743,480	$19,203,570
Increase (+) or decrease (−)				+$20,140,325		+$18,467,764	+$1,672,561	+$852,152	+$377,568	+$1,197,977
Per cent of increase (+) or decrease (−)				+39.3		+61.7	+7.9	+30.6	+50.8	+6.2
West North Central	1917	6	7.2	$30,490,430	52.7	$19,743,417	$10,747,013	$2,519,235	$193,599	$8,421,377
	1912	6	7.1	$25,257,239	56.3	$15,509,756	$9,747,483	$1,505,344	$98,026	$8,340,165
Increase (+) or decrease (−)				+$5,233,191		+$4,233,661	+$999,530	+$1,013,891	+$95,573	+$81,212
Per cent of increase (+) or decrease (−)				+20.7		+27.3	+10.3	+67.4	+97.5	+1.0
South Atlantic	1917	11	11.7	$30,249,918	53.5	$16,174,408	$14,075,510	$2,271,934	$546,880	$12,350,456
	1912	11	10.3	$22,196,780	56.3	$11,188,026	$11,008,754	$1,618,762	$668,192	$10,058,184
Increase (+) or decrease (−)				+$8,053,138		+$4,986,382	+$3,066,756	+$653,172	−$121,312	+$2,292,272
Per cent of increase (+) or decrease (−)				+36.3		+44.6	+27.9	+40.4	−18.2	+22.8
East South Central	1917	10	20.4	$15,680,124	75.9	$9,120,281	$6,559,843	$1,244,614	$196,834	$5,412,063
	1912	10	22.2	$13,218,277	77.4	$7,276,357	$5,941,920	$926,286	$428,684	$5,444,318
Increase (+) or decrease (−)				+$2,461,847		+$1,843,924	+$617,923	+$418,328	−$231,850	−$32,255
Per cent of increase (+) or decrease (−)				+18.6		+25.3	+10.4	+45.2	−54.1	−0.6
West South Central	1917	5	7.4	$5,435,087	28.6	$2,856,828	$2,578,259	$323,823	$68,104	$2,222,540
	1912	5	6.3	$4,169,673	24.5	$2,134,272	$2,035,401	$185,918	$65,325	$1,914,808
Increase (+) or decrease (−)				+$1,265,414		+$722,556	+$542,858	+$137,905	+$2,779	+$407,732
Per cent of increase (+) or decrease (−)				+30.3		+33.9	+26.7	+74.2	+4.3	+21.3
Mountain	1917	2	5.1	$3,969,512	33.6	$2,365,731	$1,603,781	$356,033	$2,412	$1,250,160
	1912	2	5.0	$3,765,964	33.9	$2,035,276	$1,730,688	$269,598	$13,202	$1,474,292
Increase (+) or decrease (−)				+$203,548		+$330,455	−$126,907	+$86,435	−$10,790	−$224,132
Per cent of increase (+) or decrease (−)				+5.4		+16.2	−7.3	+32.1	−81.7	−15.2
Pacific	1917	14	23.3	$47,069,450	83.3	$32,018,476	$15,050,974	$3,460,062	$732,438	$12,323,350
	1912	14	23.3	$47,732,257	87.6	$28,085,562	$19,646,695	$2,530,367	$1,424,126	$18,540,454
Increase (+) or decrease (−)				−$662,807		+$3,932,914	−$4,595,721	+$929,695	−$691,688	−$6,217,104
Per cent of increase (+) or decrease (−)				−1.4		+14.0	−23.4	+36.7	−48.6	−33.5

Division.	Census year.	Deductions from gross income. Total.	Rent for leased roads.	Interest on funded and unfunded debt.	Other deductions.	Net income.	Dividends declared. On common stock.	On preferred stock.	Surplus.
United States	1917	$103,359,116	$40,061,412	$59,374,264	$3,923,440	$34,530,164	$23,615,969	$4,774,221	$5,139,974
	1912	$91,395,331	$37,371,732	$50,668,736	$3,354,863	$43,676,003	$28,506,666	$5,670,010	$9,499,327
Increase (+) or decrease (−)		+$11,963,785	+$2,689,680	+$8,705,528	+$568,577	−$9,145,839	−$4,890,697	−$895,789	−$3,359,353
Per cent of increase (+) or decrease (−)		+13.1				−20.9	−16.9		
New England	1917	$10,370,351	$5,379,536	$3,990,940	$999,875	$1,828,581	$1,275,769	$438,436	$114,376
	1912	$8,161,123	$4,885,930	$3,237,805	$37,388	$5,237,974	$4,896,144	$262,456	$89,374
Increase (+) or decrease (−)		+$2,209,228	+$493,606	+$753,135	+$962,487	−$3,409,393	−$3,620,375	+$185,980	+$25,002
Per cent of increase (+) or decrease (−)		+27.1				−65.1	−56.7		
Middle Atlantic	1917	$45,903,099	$27,129,416	$17,868,908	$904,775	$17,305,756	$12,696,915	$1,098,014	$3,510,827
	1912	$43,468,039	$25,310,513	$16,634,228	$1,523,298	$13,228,407	$10,950,623	$1,318,106	$959,678
Increase (+) or decrease (−)		+$2,435,060	+$1,828,903	+$1,234,680	−$628,523	+$4,077,349	+$1,746,292	−$220,092	+$2,551,149
Per cent of increase (+) or decrease (−)		+5.6				+30.8	+12.4		
East North Central	1917	$14,389,923	$4,128,245	$9,253,721	$1,007,957	$6,011,624	$3,221,311	$959,589	$1,830,724
	1912	$13,111,584	$4,758,192	$7,612,071	$741,321	$6,091,966	$2,061,645	$1,196,583	$2,813,758
Increase (+) or decrease (−)		+$1,278,339	−$629,947	+$1,641,650	+$266,636	−$80,362	+$1,159,666	−$236,994	−$983,034
Per cent of increase (+) or decrease (−)		+9.7				−1.3	+27.5		
West North Central	1917	$5,147,705	$153,900	$4,700,526	$293,279	$3,273,672	$2,250,950	$579,000	$443,722
	1912	$4,749,577	$152,389	$4,579,259	$16,929	$3,590,588	$1,505,000	$464,600	$1,620,988
Increase (+) or decrease (−)		+$398,128	+$511	+$121,267	+$276,350	−$316,916	+$745,950	+$114,400	−$1,177,266
Per cent of increase (+) or decrease (−)		+8.4				−8.8	+43.7		
South Atlantic	1917	$7,972,712	$2,720,939	$5,027,069	$224,704	$4,377,744	$2,266,232	$612,872	$1,498,640
	1912	$6,302,807	$1,931,602	$4,125,433	$245,772	$3,755,377	$1,920,611	$611,211	$1,223,555
Increase (+) or decrease (−)		+$1,669,905	+$789,337	+$901,636	−$21,068	+$622,367	+$345,621	+$1,661	+$275,085
Per cent of increase (+) or decrease (−)		+26.5				+16.6	+13.7		
East South Central	1917	$3,479,469		$3,350,430	$129,039	$1,932,594	$721,591	$597,500	$613,503
	1912	$2,807,713	$11,698	$2,718,808	$77,207	$2,636,605	$1,356,592	$676,666	$603,347
Increase (+) or decrease (−)		+$671,756	−$11,698	+$631,622	+$51,832	−$704,011	−$635,001	−$79,166	+$10,156
Per cent of increase (+) or decrease (−)		+23.9				−26.7	−35.1		
West South Central	1917	$1,074,071		$1,029,567	$44,504	$1,248,469	$563,601	$45,000	$639,868
	1912	$799,059	$12,000	$779,879	$7,180	$1,115,749	$583,830	$160,195	$371,724
Increase (+) or decrease (−)		+$275,012	−$12,000	+$249,688	+$37,324	+$132,720	−$20,229	−$115,195	+$268,144
Per cent of increase (+) or decrease (−)		+34.4				+11.9	−18.2		
Mountain	1917	$1,012,297		$1,012,297		$237,863			$237,863
	1912	$653,029	$65,750	$536,077	$51,202	$821,263	$750,000		$71,263
Increase (+) or decrease (−)		+$359,268	−$65,750	+$476,220	−$51,202	−$583,400	−$750,000		+$166,600
Per cent of increase (+) or decrease (−)		+55.0				−71.0	−100.0		
Pacific	1917	$14,009,489	$539,376	$13,140,806	$329,307	[2] *$1,686,139*	$619,600	$443,810	[2] *$2,749,549*
	1912	$11,342,400	$242,656	$10,445,176	$654,566	$7,198,054	$4,462,221	$990,193	$1,745,640
Increase (+) or decrease (−)		+$2,667,089	+$296,718	+$2,695,630	−$325,259	−$8,884,193	−$3,842,621	−$546,383	−$4,495,189
Per cent of increase (+) or decrease (−)		+23.5				−123.4	−80.5		

[1] See directory (p. 107) for companies represented.

[2] Deficit.

The 110 companies, though constituting 11.7 per cent of the total number of operating companies, represented 59.3 per cent of the operating revenues of all companies in 1917, and 11.3 per cent and 61.2 per cent, respectively, in 1912. The operating revenues of the selected companies for 1917 exceeded those of 1912 by $73,548,110, or 21.2 per cent, and the operating expenses by $65,214,922, or 32.9 per cent, with an increase of but $2,817,946 in gross income, or 2.1 per cent. The deductions from gross income in 1917 exceeded those for 1912 by $11,963,785, or 13.1 per cent, and as a result there is shown a decrease in net income of $9,145,839, or 20.9 per cent. The dividends declared in 1917 were in the aggregate 16.9 per cent less than in 1912, and the surplus decreased from $9,499,327 in 1912 to $6,139,974 in 1917. The greatest proportionate decrease in net income is found in the Pacific division, where a net income of $7,198,054 in 1912 changed to a deficit of $1,686,139 in 1917. Next in order proportionately is the Mountain division, followed by the New England division. The Middle Atlantic, South Atlantic, and West South Central divisions are the only ones that show increases in net income.

Increase in size of companies.—The combination of formerly independent companies has characterized the development of the industry, but in some cases, on account of legal restrictions, properties that practically form one system are reported as separate units. Table 6 shows for the operating companies the progressive increase in the averages per company for mileage of track, number of passenger cars, number of employees, and in traffic as represented by passenger car miles and revenue passengers. The comparison is for all censuses, 1890 to 1917, inclusive.

Table 6

Census year.	Comparative size of operating companies[1] as indicated by average number of—				
	Miles of track.	Passenger cars.	Number of employees.	Passenger car miles.	Revenue passengers.
1917	47.55	85	313	2,218,728	12,013,454
1912	42.12	78	290	1,986,202	9,810,436
1907	36.38	74	236	1,677,787	7,882,537
1902	27.63	74	177	1,382,842	5,866,821
1890	10.56	42	92	(2)	2,630,702

[1] In 1917 and 1912 two companies and in 1907 one company had no revenue passengers (freight only).
[2] Figures not available.

The growth in the average size of companies is further illustrated by a classification according to miles of line, and the figures are given in Table 7, which shows for the several censuses, 1890 to 1917, inclusive, the distribution of the number of companies according to four groups based upon miles of line, and the line mileage for the respective groups, with the per cent distribution of the groups for both number and mileage. The lowest group, "Less than 10 miles" of line per company, contained the maximum mileage in 1890, and the next group, "10 and less than 50 miles," in 1902 and 1907. In 1912 and 1917 the highest group, "100 miles and over," holds the maximum mileage, with 43.1 per cent of the total in 1912 and 46.9 per cent in 1917.

Table 7

	Companies classified according to miles of line.				
	Total.	Classification groups—Miles of line per company.			
		Less than 10.	10 and less than 50.	50 and less than 100.	100 and over.
Number of operating companies:					
1917	942	363	417	91	72
1912	975	406	421	89	59
1907	945	389	424	75	47
1902	817	364	354	44	25
1890	[1] 691	557	126	6	2
Per cent of total—					
1917	100.0	38.5	44.2	9.7	7.6
1912	100.0	41.6	43.2	9.1	6.1
1907	100.0	42.2	44.9	7.9	5.0
1902	100.0	44.2	43.3	5.4	3.1
1890	100.0	80.6	18.2	0.9	0.3
Miles of line:					
1917	32,547.58	1,768.20	9,304.70	6,221.37	15,253.31
1912	30,437.86	1,992.51	9,337.41	5,985.98	13,122.01
1907	25,547.19	2,012.37	9,337.33	5,135.33	9,062.16
1902	16,645.34	1,957.16	7,340.65	2,998.43	4,349.10
1890	[2] 5,119.53	2,304.49	2,183.59	302.80	238.65
Per cent of total—					
1917	100.0	5.4	28.6	19.1	46.9
1912	100.0	6.5	30.7	19.7	43.1
1907	100.0	7.9	36.5	20.1	35.5
1902	100.0	11.8	44.1	18.0	26.1
1890	100.0	45.0	42.7	7.7	4.7

[1] Exclusive of 78 companies that did not make precise returns of trackage.
[2] Exclusive of 662.94 miles, estimated.

The average length of line for companies constituting the "100 and over" group increased from 119 miles in 1890 to 174 miles in 1902, to 193 miles in 1907, and to 222 miles in 1912, and was 212 miles in 1917.

This group includes 10 companies that operated more than 500 miles of single track in 1917, as shown in the following statement:

	Companies operating over 500 miles of single track.	
	Miles of line.	Miles of single track.
Pacific Electric Co., California	625.25	1,076.59
Chicago Surface Lines, Illinois	502.71	1,093.46
Bay State Street Railway, Massachusetts	760.34	951.60
Public Service Railway Co., New Jersey	497.91	845.17
The Connecticut Co., Connecticut	508.83	742.78
Ohio Electric Railway Co., Ohio	660.52	669.98
Philadelphia Rapid Transit Co., Pennsylvania	437.01	651.44
Pittsburgh Railways Co., Pennsylvania	341.83	605.90
New York State Railways Co., New York	337.79	597.31
Boston Elevated Railway Co., Massachusetts	344.18	534.46

Traffic.—Comparative statistics of population and traffic on the basis of revenue passengers are given in Table 8 for each census, 1890 to 1917, inclusive, by geographic divisions. This table has been carried back to the first census taken for street railway traffic. It is impossible to ascertain the population of the territory served by the roads. At prior censuses comparisons were based upon the total population and

upon that of cities of 8,000 and over (including New England towns), and this comparison is here continued. In the earlier years the urban districts approximated to the area served by the street railways, but at the present time there are many cities, towns, and villages of less than 8,000 that are within traffic zones; and although the total population includes many not within the area of electric railway service, the urban districts exclude many that are in touch therewith.

RELATION OF TRAFFIC TO POPULATION, BY GEOGRAPHIC DIVISIONS: 1890 TO 1917.

Table 8

Division.	Census year.	Population. Total.	Population. Urban (cities of 8,000 and over, including New England towns).	Revenue passengers.	Per cent of increase [1] since prior census. Population. Total.	Population. Urban.	Revenue passengers.	Average number of fare trips or revenue passengers per inhabitant. Total population.	Urban population.	Increment since prior census. Total population.	Urban population.
United States	1917	103,635,306	42,778,287	11,304,660,462	8.5	13.1	18.4	109	264	9	12
	1912	95,545,336	37,806,353	9,545,554,667	9.3	23.9	28.3	100	252	15	8
	1907	87,455,366	30,525,532	7,441,114,508	10.2	12.8	55.8	85	244	24	68
	1902	79,365,396	27,072,108	4,774,211,904	25.9	46.2	136.0	61	176	29	67
	1890	63,056,438	18,514,564	2,023,010,202	.....	.....	.....	32	109	.....	.....
Geographic divisions:											
New England	1917	7,253,926	5,107,333	1,242,076,786	7.2	9.6	18.2	171	243	16	18
	1912	6,767,513	4,661,748	1,051,161,737	7.7	16.1	20.1	155	225	16	7
	1907	6,281,102	4,013,946	875,115,527	8.4	11.2	36.2	139	218	28	40
	1902	5,794,687	3,610,052	642,546,759	23.1	43.2	210.5	111	178	67	96
	1890	4,708,176	2,521,549	206,907,358	.....	.....	.....	44	82	.....	.....
Middle Atlantic	1917	22,134,418	14,462,349	4,225,287,044	9.7	11.7	20.3	191	292	17	21
	1912	20,179,371	12,951,133	3,513,720,591	10.7	17.3	23.8	174	271	18	14
	1907	18,224,327	11,041,010	2,839,019,161	12.0	14.7	43.7	156	257	35	52
	1902	16,269,282	9,628,622	1,975,982,220	27.8	43.6	111.5	121	205	48	66
	1890	12,729,124	6,701,026	934,280,102	.....	.....	.....	73	139	.....	.....
East North Central	1917	19,904,005	9,704,902	2,712,624,699	6.1	12.7	25.6	136	280	21	29
	1912	18,757,149	8,612,945	2,159,620,746	6.5	26.0	34.3	115	251	24	15
	1907	17,610,294	6,834,472	1,607,894,497	7.0	4.4	62.2	91	235	31	84
	1902	16,463,438	6,548,398	991,335,624	22.0	62.5	171.0	60	151	33	60
	1890	13,499,198	4,029,132	365,805,163	.....	.....	.....	27	91	.....	.....
West North Central	1917	12,579,931	3,539,734	902,368,927	5.5	11.8	14.6	72	225	6	6
	1912	11,926,513	3,165,512	787,301,146	5.8	22.7	27.9	66	249	11	10
	1907	11,273,096	2,580,793	615,630,852	6.2	13.2	74.6	55	239	22	84
	1902	10,619,680	2,279,781	352,665,327	18.7	28.0	104.4	33	155	14	58
	1890	8,943,905	1,780,575	172,504,724	.....	.....	.....	19	97	.....	.....
South Atlantic	1917	13,473,354	2,910,238	747,561,816	7.0	12.0	21.2	55	257	6	20
	1912	12,586,562	2,597,454	616,724,741	7.6	23.2	26.4	49	237	7	5
	1907	11,699,773	2,107,591	487,981,528	8.2	12.8	64.2	42	232	15	73
	1902	10,812,980	1,869,031	297,198,541	21.9	31.4	192.4	27	159	16	88
	1890	8,871,135	1,422,231	101,647,174	.....	.....	.....	11	71	.....	.....
East South Central	1917	9,039,231	1,419,321	292,004,689	5.1	13.7	8.6	32	206	1	(2)
	1912	8,602,701	1,248,838	268,785,533	5.3	31.9	21.7	31	215	4	(2)
	1907	8,166,171	946,992	220,887,485	5.6	12.2	87.4	27	233	12	93
	1902	7,729,642	844,036	117,841,573	20.1	39.9	126.5	15	140	7	54
	1890	6,438,475	603,372	52,027,193	.....	.....	.....	8	86	.....	.....
West South Central	1917	10,428,575	1,839,947	313,203,554	12.3	21.0	15.7	30	170	1	(2)
	1912	9,288,200	1,521,227	270,745,675	14.0	51.6	40.0	29	178	5	(2)
	1907	8,147,821	1,003,245	193,338,141	16.3	23.3	109.6	24	193	11	80
	1902	7,007,446	813,396	92,262,288	47.3	48.9	100.7	13	113	3	29
	1890	4,755,911	546,225	45,977,833	.....	.....	.....	10	84	.....	.....
Mountain	1917	3,333,442	843,875	162,222,128	17.0	19.0	5.2	49	192	(2)	(2)
	1912	2,847,946	709,266	154,224,248	20.6	49.8	36.1	54	217	6	(2)
	1907	2,362,446	473,625	113,304,063	25.9	20.3	83.0	48	239	15	82
	1902	1,876,947	393,828	61,908,903	54.1	52.7	127.4	33	157	11	51
	1890	1,217,776	257,836	27,229,987	.....	.....	.....	22	106	.....	.....
Pacific	1917	5,488,424	2,950,588	707,310,819	19.6	26.2	−2.3	129	240	(2)	(2)
	1912	4,589,381	2,338,230	723,270,250	24.4	53.4	48.2	158	309	26	(2)
	1907	3,690,336	1,523,858	487,943,254	32.2	39.8	101.2	132	320	45	98
	1902	2,791,294	1,090,062	242,470,669	47.5	67.0	107.9	87	222	25	43
	1890	1,892,738	652,618	116,630,718	.....	.....	.....	62	179	.....	.....

[1] A minus sign (−) denotes decrease.

[2] Decrease in average number.

Car mileage.—Car mileage is another unit by which to measure growth, though it is affected by changes in car capacity, and conclusions involving revenue passengers may be affected by changes in mean length of ride per passenger. The per cent ratios of increase in revenue passengers range higher than for car mileage, and as a result the number of revenue passengers per passenger car mile increased progressively from 4.26 in 1902 to 4.70 in 1907, 5.06 in 1912, and to 5.41 in 1917.

Car hours.—The car hour, though not yet employed by all companies, is in more general use than formerly. Car-hour statistics were reported by 836 companies, or 88.7 per cent of all operating companies, in 1917, as compared with 92.2 per cent in 1912, 77.7 per cent in 1907, and 47.7 per cent in 1902. On a car-hour basis the growth in traffic density is shown in an increase in the average number of revenue passengers per passenger car hour from 43.06 in 1907 to 48.38 in 1912, and to 53.69 in 1917.

Capitalization.—The capitalization of the electric railways includes considerable investments in non-railway properties, in power installations used in part for general light and power purposes, and investments for other auxiliary operations. In computing the net capitalization per mile of track the investments in stocks and bonds of other companies, in treasury securities, and in other permanent investments are deducted from the outstanding capital represented by stocks and funded debt. Table 9 presents the statistics for 1917, 1912, and 1907 and includes both operating and lessor companies.

Table 9	CAPITALIZATION.				
	1917	1912	1907	Per cent of increase. 1912–1917	Per cent of increase. 1907–1912
Capitalization	$5,532,223,818	$4,708,568,141	$3,774,772,096	17.5	24.7
Capital stock	2,473,846,651	2,379,346,313	2,097,705,856	4.0	13.4
Funded debt [1]	3,058,377,167	2,329,221,828	1,677,066,240	31.3	38.9
Investments in stocks and bonds of other companies, treasury securities, and other permanent investments	642,261,722	465,250,414	374,664,197	38.0	24.2
Capitalization less investments	4,889,962,096	4,243,317,727	3,400,107,899	15.2	24.8
Average capitalization less investments:					
Per mile of line	[2] 152,960	[2] 141,484	.....	.....	.....
Per mile of track	[3] 111,391	[3] 104,980	100,495	.....	.....

[1] Includes real estate mortgages ($7,197,895) in 1917; not included in 1912 and 1907.
[2] Miles of line represented: 1917, 31,968.95; 1912, 29,991.42.
[3] Miles of track represented: 1917, 43,899.11; 1912, 40,439.40

In 1902 the capitalization less investments was $130,560 per mile of line and $96,287 per mile of track, and in 1890, when horse railroads predominated, it was $98,848 per mile of line.

In addition to funded debt there is a considerable amount of investment capital in the form of floating debt represented by short-time notes not separable from current liabilities, and differences in accounting at the present and prior censuses affect the comparability of the statistics. There is a large amount of nonnegotiable debt to affiliated companies included under funded debt in 1917 which was formerly classed as floating debt or carried under sundry liabilities. So far as it is determinable it amounted in 1917 to $145,071,182. This includes nonnegotiable notes to affiliated companies that run longer than a term of one year, notes payable on demand or within the year from date of issue when it is mutually agreed that they shall not be enforced as current assets by the holder, and open accounts not subject to current settlement. It is not possible to determine the amount of this class of indebtedness for 1912 and 1907. Apparently the bulk of it is in floating debt. The gross capital liabilities exclusive of floating debt average $126,021 per mile of track in 1917, $116,435 in 1912, and $111,569 in 1907.

Income and expenses.—Comparative statistics for income and distribution accounts have been given in Table 2 and percentages based thereon in Table 3. The income from passenger service was $603,129,620 in 1917 and constituted 92.8 per cent of the railway operating revenues, as compared with 93.8 per cent in 1912 and 95.3 per cent in 1907. Freight business is on the increase, the income therefrom, $18,546,504, constituting 2.9 per cent of the railway revenues in 1917, as compared with 1.9 per cent in 1912 and 1.3 per cent in 1907.

The per cent distribution of taxes and deductions from income is given in the following tabular statement for the five censuses 1890 to 1917:

	TAXES AND DEDUCTIONS FROM INCOME—PER CENT DISTRIBUTION.				
	1917	1912	1907	1902	1890
Total	100.0	100.0	100.0	100.0	100.0
Taxes	20.7	18.3	14.3	16.8	23.7
Interest	58.9	51.3	46.1	49.1	57.8
Rent for leased roads	21.9	23.4	34.8	32.9	18.3
Miscellaneous	3.5	7.0	4.8	1.2	0.2

Table 10 shows the percentage of income absorbed by capital and that consumed by operating and other expenses. Returns on capital include interest paid on funded and floating debt, rentals for leased roads which are disbursed by the lessor companies to their stock and bond holders, and dividends.

Table 10	PER CENT DISTRIBUTION OF INCOME BETWEEN EXPENSES AND INVESTED CAPITAL.				
	1917	1912	1907	1902	1890
Income of operating companies	100.0	100.0	100.0	100.0	100.0
Expenses other than interest and rent for leased roads	69.3	64.0	64.6	62.4	72.5
Operating expense	62.0	56.8	58.5	56.8	67.6
Other expenses	7.3	7.2	6.1	5.6	4.9
Returns on invested capital	29.6	33.2	32.2	31.7	22.7
As interest on funded and floating debt	16.3	16.7	14.8	15.2	8.8
As rent of leased roads	6.6	7.7	11.2	10.2	2.8
As dividends	6.7	8.8	6.2	6.3	11.1
Surplus	1.1	2.8	3.2	5.9	4.8

Employees.—The number of wage earners employed on September 29, 1917, was taken as representing under general conditions an average of the number for the year. In 1912 the number was as of September 16. At the census of 1907 and prior thereto the numbers reported were estimates of the average number employed during the year. The following tabular statement shows the ratios between revenue passengers and all employees and between revenue passengers and conductors and motormen as a class, that is, the number of fare trips or revenue passengers per employee and the number per conductor and motorman:

	Average number of fare trips or revenue passengers—	
	Per employee.	Per conductor and motorman.
1917	38,344	83,010
1912	33,794	72,689
1907	33,605	64,415
1902	33,915	59,570

Hawaii and Porto Rico.—Table 11 presents the main statistics for the railways of Hawaii and Porto Rico for the censuses of 1917, 1907, and 1902. These districts were not included in the census of 1912.

Table 11

	Hawaii and Porto Rico.				
	1917	1907	1902	Per cent of increase.[1] 1907–1917	Per cent of increase.[1] 1902–1907
Number of operating companies [2]	4	4	5	.....	.....
Miles of track	53.62	[3] 43.83	[4] 41.26	22.3	6.2
Road and equipment	$4,198,136	$3,945,062	$2,181,593	6.4	80.8
Number of employees	582	397	403	46.6	−1.5
Number of cars	127	108	115	17.6	−6.1
Number of revenue passengers	21,102,143	12,614,076	9,636,865	67.3	30.9
Number of revenue passengers per mile of track	[5] 412,554	287,795	233,564	.....	.....
Operating revenues	$1,167,714	$745,338	$515,913	56.7	44.5
Operating expenses	$684,054	$418,432	$330,350	63.5	26.7
Ratio of operating expenses to operating revenues (per cent)	58.6	56.1	64.0	.....	.....

[1] A minus sign (−) denotes decrease; percentage not computed when base is less than 100.
[2] In 1917 and 1907, Hawaii 1, Porto Rico 3; in 1902, Hawaii 3, Porto Rico 2.
[3] Includes 3.13 miles of animal traction.
[4] Includes 15.13 miles of animal traction.
[5] On basis of running track, 51.15 miles.

Diagrams and maps.—The following diagrams and maps illustrate graphically certain of the statistics for the years 1917, 1912, and 1907.

Diagram 1 shows the mileage of track, by states, for states with 200 miles of track in 1917.

Diagram 2 shows the net and gross capitalization, by states, for states with $100,000,000 net capitalization, 1917. The net capitalization excludes investments in securities and nonoperating properties and represents the amount chargeable to railway operations.

Diagram 3, on page 21, shows the capitalization of all companies, by states, for states having $20,000,000 of capitalization in 1917.

Diagram 4, on page 22, shows the number of revenue passengers, by states, for states having 50,000,000 revenue passengers in 1917.

The maps and the accompanying diagrams on page 23 show the average number of fare trips or revenue passengers per inhabitant, by geographic divisions, for 1917, 1912, 1907, and 1902.

The maps show a recession of the Mountain and Pacific divisions, 1917. to the status of 1907. In the case of the Mountain division, although there was an increase of 5.2 per cent in number of revenue passengers during the period 1912–1917, the ratio of increase in population was 17 per cent, and in the Pacific division there was a decrease of 2.2 per cent in revenue passengers and an increase of 19.6 per cent in population for the same period. As a result, the trip ratio per inhabitant for the Mountain division was 49 in 1917, as compared with 54 in 1912 and 48 in 1907, and for the Pacific division, 129 in 1917, as compared with 158 in 1912 and 132 in 1907.

Diagram 1.—Miles of Track, by States: 1917, 1912, and 1907.

(States with 200 miles of track in 1917—Based upon net trackage in states.)

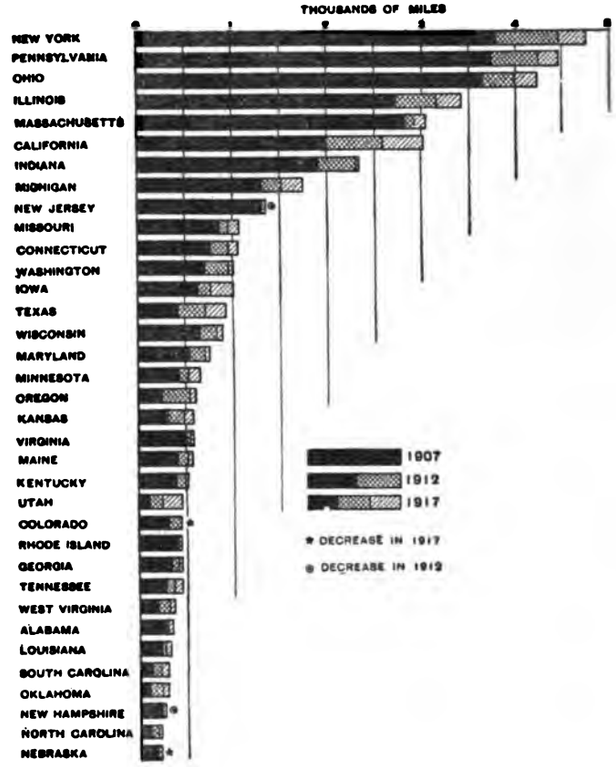


Diagram 2.—Net and Gross Capitalization, by States: 1917.

(States with $100,000,000 of net capitalization.)

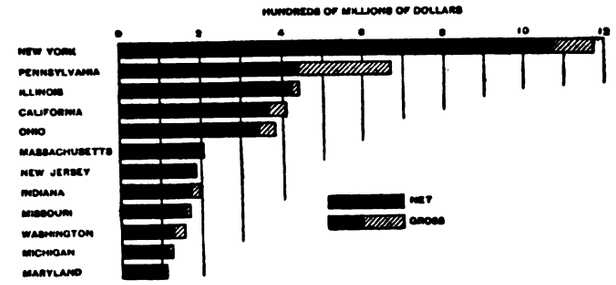


DIAGRAM 8.—GROSS CAPITALIZATION OUTSTANDING OF OPERATING AND LESSOR COMPANIES IN THE STATES: 1917, 1912, AND 1907.

(States with $20,000,000 capitalization in 1917.)

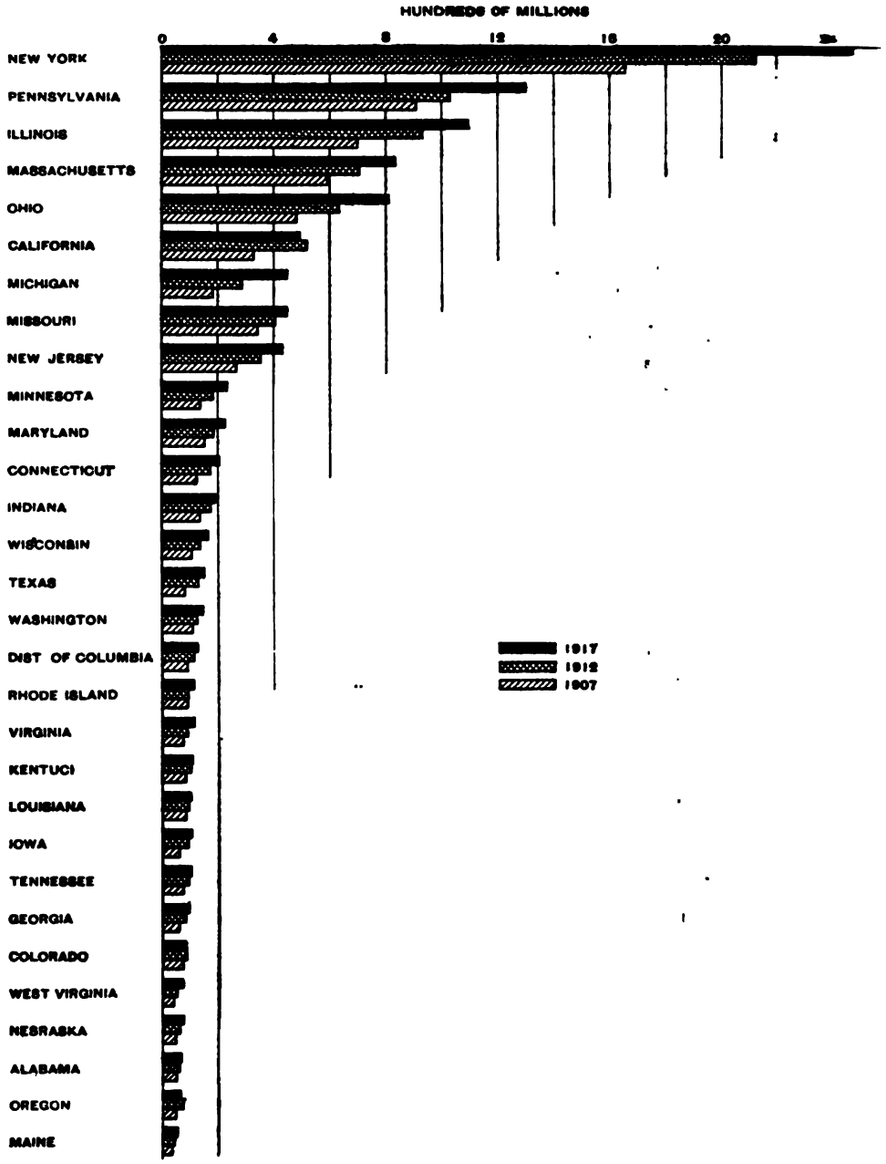
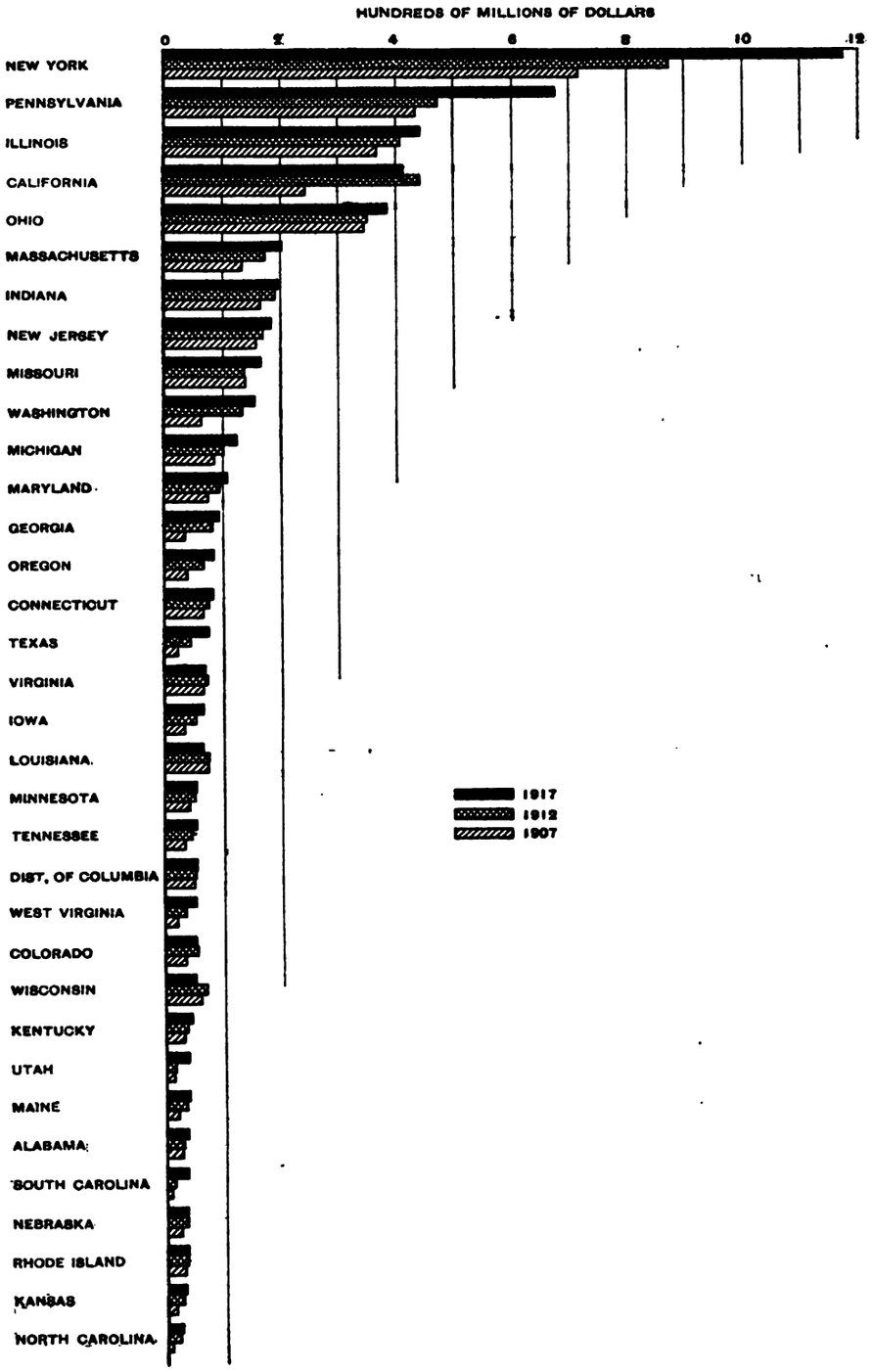
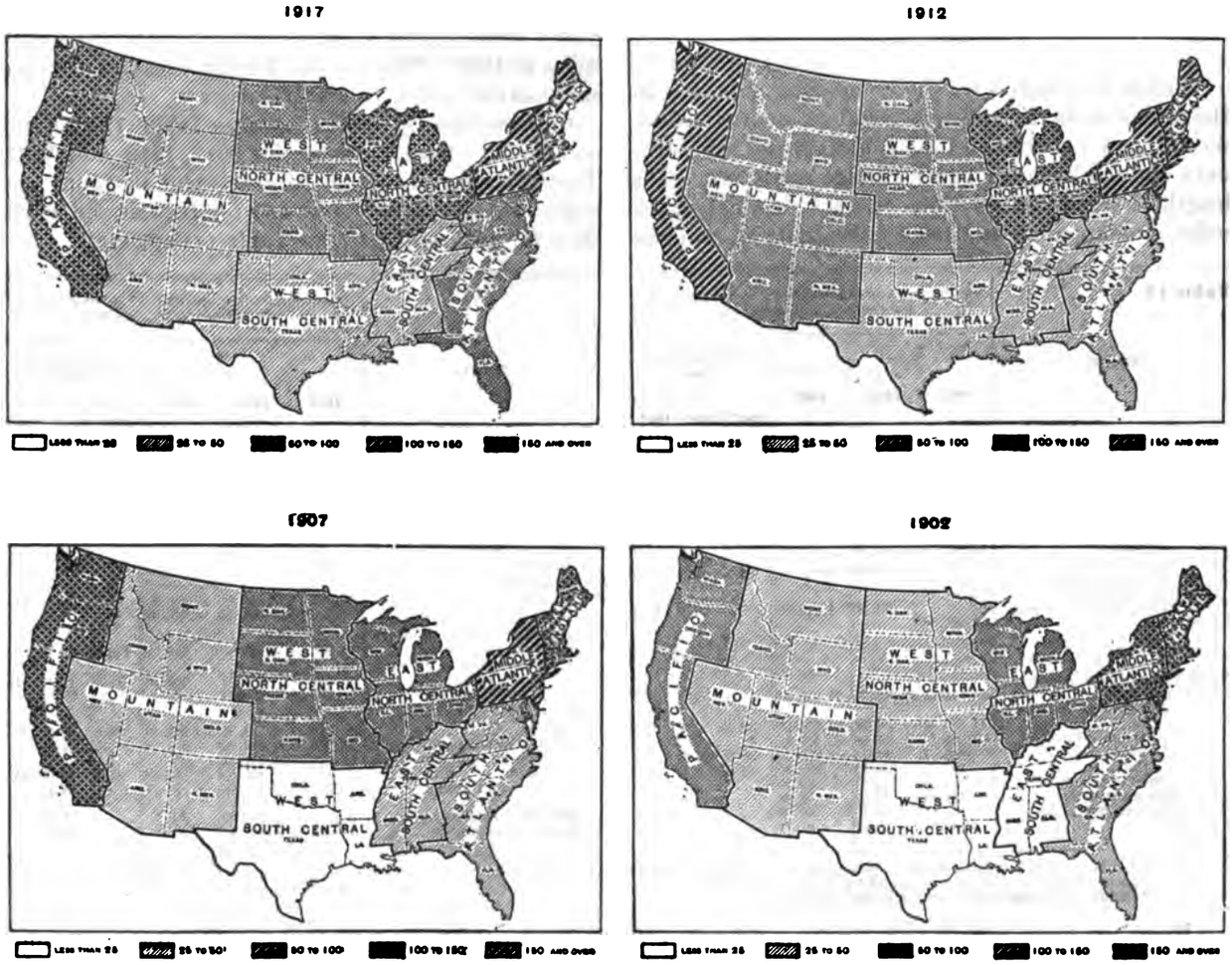


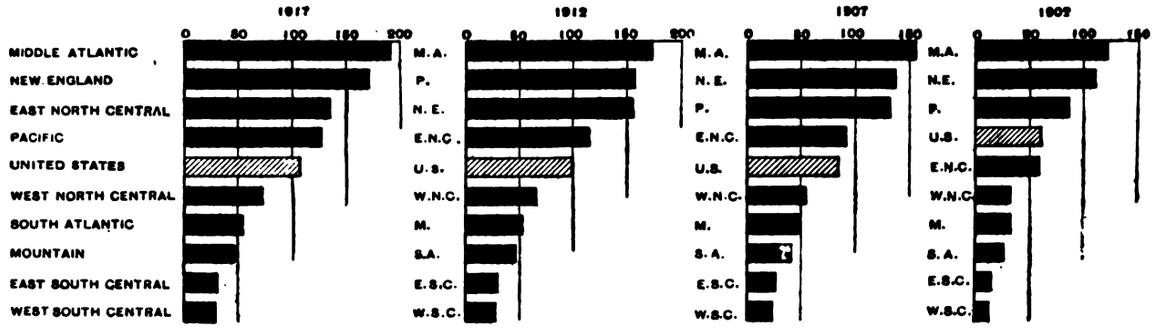
DIAGRAM 4.—REVENUE PASSENGERS, BY STATES: 1917, 1912, AND 1907.

(States with 50,000,000 revenue passengers in 1917—Based upon total for companies credited to the states.)



AVERAGE NUMBER OF REVENUE PASSENGERS PER INHABITANT, BY GEOGRAPHIC DIVISIONS: 1917, 1912, 1907, AND 1902.





CHAPTER III.—TRACK AND ROLLING STOCK.

TRACK.

The track operated by the companies embraced in the census of electric railways includes not only the first, second, and other main tracks, but also sidings, turnouts, and tracks in car barns, storage yards, etc. The length of these various kinds of track, in single-track miles, amounted to 44,835.37 miles in 1917, as compared with 41,064.82 miles in 1912 and 34,403.56 miles in 1907. The increase for the decade amounted to 10,431.81 miles, or 30.3 per cent.

Classification by motive power.—Table 12 presents comparative track statistics for 1917, 1912, and 1907. They are given in detail, by geographic divisions and states, for the three years, and for Hawaii and Porto Rico for 1917 and 1907, in Table 141 (p. 118).

Table 12

TRACK.	TRACK MILEAGE CLASSIFIED BY MOTIVE POWER, OWNERSHIP, AND LOCATION.					
	1917	1912	1907	Per cent of increase.[1]		
				1907–1917	1912–1917	1907–1912
Total miles of track	44,835.37	41,064.82	[2]34,403.56	30.3	9.2	19.4
Running track	43,364.83	.....	.....	.....	.....	.....
Main track	41,446.67	38,333.62	32,485.87	27.6	8.1	18.0
Road or first track (miles of line)	32,547.58	30,437.86	25,547.19	27.4	6.9	19.1
Second track	8,656.08	7,895.76	6,938.68	28.3	12.7	13.8
Other main track	243.01					
Sidings and turnouts	1,918.16					
Track in car houses, storage yards, etc	1,470.54	2,731.20	1,917.69	76.7	24.1	42.4
CLASSIFICATION.						
By character of motive power:						
Electric	44,676.51	40,808.39	34,059.69	31.2	9.5	19.8
Electric line transmission	44,539.44	40,704.91	34,034.19	30.9	9.4	19.6
Overhead trolley	[3]42,490.71	38,958.06	32,501.71	30.7	9.1	19.9
Third rail	[3]1,689.37	1,395.13	1,209.78	39.6	21.1	15.3
Conduit	361.54	351.72	322.70	12.0	2.8	9.0
Gas-electric motors	24.43	38.81	22.50	.....	.....	.....
Storage batteries	112.64	64.67	3.00	.....	.....	.....
Gasoline engines	55.61	66.16	40.99	.....	.....	.....
Cable	45.32	56.41	61.71	.....	.....	.....

TRACK.	TRACK MILEAGE CLASSIFIED BY MOTIVE POWER, OWNERSHIP, AND LOCATION.					
	1917	1912	1907	Per cent of increase.[1]		
				1907–1917	1912–1917	1907–1912
CLASSIFICATION—continued.						
By character of motive power—Continued.						
Steam	41.03	76.34	105.06	−60.9	.....	−27.3
Animal traction	11.16	57.52	136.11	−91.8	.....	−57.7
Gravity	5.74	.....	.....	.....	.....	.....
By ownership:						
Owned	36,804.76	33,416.86	27,480.65	33.9	10.1	21.6
Leased [4]	8,030.61	7,647.96	6,922.91	16.0	5.0	10.5
Operated under trackage rights	1,589.31	1,284.82	692.28	129.6	23.7	85.6
From electric railway companies	1,210.07	1,051.19	692.28	74.8	15.1	51.8
From steam roads [5]	379.24	233.63	(6)	.....	62.3	.....
By location:						
Surface	44,119.29	40,534.32	33,966.40	29.9	8.8	19.3
Public thoroughfares	26,284.53	25,921.90	(6)	.....	1.4	.....
Private right of way	17,834.76	14,612.42	(6)	.....	22.1	.....
Elevated	497.29	417.80	362.39	37.2	19.0	15.3
Subways and tunnels	218.79	112.70	74.77	.....	94.1	.....
City and suburban lines	26,737.75	24,699.02	(6)	.....	8.3	.....
Interurban lines	18,097.62	16,365.80	(6)	.....	10.6	.....

[1] A minus sign (−) denotes decrease; percentage not computed when base is less than 100.
[2] Includes 17.05 miles not operated and 5 miles leased to steam road.
[3] Includes 2.18 miles both overhead trolley and third rail.
[4] Includes trackage rights from steam roads.
[5] Included above under "Leased."
[6] Figures not available.

"Road or first track" and "miles of line" are synonymous, and mean the length of the road or line regardless of whether it is a single-track or double-track road or has more than two tracks on the same thoroughfare or roadbed. The difference between first main track and second track, 23,891.50 miles, is the amount of single-track line. In 1912 and prior censuses the third and fourth tracks were included with second track and to that extent vitiates comparisons. Main track other than first and second track amounted to but 243 miles in 1917, or but one-half of 1 per cent of all trackage. The single-track systems constituted 73.4 per cent of the line mileage, and the double-track lines 26.6 per cent.

The amount of track in car houses and storage yards was separately reported in 1917 for the first time. At prior censuses it was included with sidings and turnouts. Hence data are not available for running track for prior censuses, though the figures for main track are comparable and approximately close to running track.

The statistics for track classified according to character of power apply to all tracks and are inclusive of car-house and storage-yard trackage. In the case of the conduit trolley, or underground contact systems, the figures include tracks in car houses used by conduit trolley cars but without conductor rails, and some track with no provision for motive power. The entire trackage of a company is credited to the system employed when it is all of one type. In the case of companies using two power systems, for example, conduit trolley and overhead trolley, or overhead trolley and third rail, the trackage is distributed accordingly. The per cent distribution of track by kind, by motive power, ownership, location, etc., is given in Table 13 for the same census periods as shown in Table 12.

Table 13

	PER CENT DISTRIBUTION OF TRACK MILEAGE (BASED ON TABLE 12).		
	1917	1912	1907
Total miles of track	100.0	100.0	100.0
Running track	96.7	.....	.....
Main track	92.4	93.3	94.4
Road or first track (miles of line)	72.6	74.1	74.3
Second track	19.3	19.2	20.2
Other main track	0.5		
Sidings and turnouts	4.3	6.7	5.6
Track in car houses, storage yards, etc	3.3		
CLASSIFICATION.			
By character of motive power:			
Electric	99.7	99.4	99.0
Electric line transmission	99.3	99.1	98.9
Overhead trolley	94.8	94.9	94.5
Third rail	3.8	3.4	3.5
Conduit	0.7	0.9	0.9
Gas-electric motors	0.1	(1)	(1)
Storage batteries	0.3	0.2	(1)
Gasoline engines	0.1	0.2	0.1
Cable	0.1	0.1	0.2
Steam	0.1	0.2	0.3
Animal traction	(1)	0.1	0.4
Gravity	(1)	.....	.....
By ownership:			
Owned	82.1	81.4	79.9
Leased	17.9	18.6	20.1
Operated under trackage rights	2.6	2.1	2.0
From electric railway companies	2.7	2.5	2.0
From steam roads	0.9	0.6	.....
By location:			
Surface	98.4	98.7	98.7
Public thoroughfares	58.6	63.1	.....
Private right of way	39.8	35.6	.....
Elevated	1.1	1.0	1.1
Subways and tunnels	0.5	0.3	0.2
City and suburban lines	59.6	60.1	.....
Interurban lines	40.4	39.9	.....

[1] Less than one-tenth of 1 per cent.

Electrified track other than overhead trolley.—The number of companies operating electric systems other than overhead trolley, together with track data, are given by states in Table 14 for 1917, 1912, and 1907.

Gas-electric motors.—The term "gas-electric motor" refers to the system where the car carries an electric generating installation comprising an internal-combustion engine, dynamo, and storage battery. The storage batteries absorb the charge during the periods of rest or light load, and supplement the dynamo at times of maximum requirements.

Table 14

KIND AND STATE.	ELECTRIC SYSTEMS OTHER THAN OVERHEAD TROLLEY.					
	Number of companies.			Miles of single track.		
	1917	1912	1907	1917	1912	1907
Third rail, United States	23	25	23	1,689.37	1,395.12	1,209.78
California	2	3	2	219.99	194.79	114.70
Illinois	5	5	5	254.48	253.33	213.44
Massachusetts	1	1	1	38.42	33.96	19.19
Michigan	2	2	2	274.98	138.58	81.13
New Jersey[1]	1	1	2	9.80	9.56	132.45
New York	6	7	5	644.32	495.66	415.86
Ohio	1	1	1	69.62	71.18	71.10
Pennsylvania	4	4	4	126.43	134.06	111.50
Washington	1	1	1	41.33	63.01	50.41
Conduit trolley, United States	12	13	10	361.54	351.72	222.70
District of Columbia	[2] 4	7	7	116.16	115.18	96.14
New York	8	6	3	245.38	236.54	126.56
Storage batteries, United States	18	10	1	112.64	64.67	3.00
California	1	.....	.....	1.75	.....	.....
Delaware	.....	1	.....	.....	10.80	.....
District of Columbia	.....	1	.....	.....	[3] 2.44	.....
Florida	2	.....	.....	9.51	.....	.....
Illinois	.....	.....	1	.....	.....	3.00
Maryland	1	1	.....	3.16	3.16	.....
Massachusetts	1	.....	.....	1.24	.....	.....
Minnesota	1	.....	.....	6.25	.....	.....
Montana	1	.....	.....	6.40	.....	.....
New York	8	4	.....	68.33	38.17	.....
Pennsylvania	1	2	.....	11.00	17.10	.....
South Carolina	1	1	.....	3.00	3.00	.....
Tennessee	1	.....	.....	2.00	.....	.....
Gas-electric motors, United States	2	1	1	24.43	38.81	22.50
California	1	.....	.....	4.18	.....	.....
Kansas	.....	.....	1	.....	.....	22.50
Minnesota	1	1	.....	20.25	38.81	.....

[1] One company with 130.95 miles of track in 1907, reported as an electric road, classified as an electrified division of a steam road in 1912 and 1917.
[2] Includes two companies credited to Virginia with track in the District of Columbia.
[3] Also operated with gasoline-engine cars.

Electric and "all other" track.—Table 15 gives the mileage of track classified as "electric" and "all other," by geographic divisions and states, for 1917, 1912, and 1907. It also shows the mileage of track operated by the companies credited to the respective divisions and states, and the net trackage. The latter excludes trackage outside of the state or division but operated by companies within it, and includes trackage within the state or division operated by outside companies.

NUMBER OF OPERATING COMPANIES AND MILES OF TRACK OPERATED: 1917, 1912, AND 1907.

Table 15

DIVISION AND STATE.	Census year.	Number of operating companies.	MILES OF TRACK OPERATED BY COMPANIES IN DIVISION OR STATE.			Miles of track in division or state.
			Total.	Electric.	All other.	
UNITED STATES	1917	943	[1] 44,835.37	44,676.51	158.86	44,808.31
	1912	975	[2] 41,064.82	[3] 40,808.39	256.42	41,082.91
	1907	945	34,381.51	34,037.64	343.87	34,363.99
GEOGRAPHIC DIVISIONS:						
New England	1917	86	[4] 5,558.19	5,547.98	10.21	5,555.62
	1912	91	[5] 5,294.55	5,280.01	14.54	5,299.02
	1907	121	4,874.04	4,870.61	3.43	4,862.98
Middle Atlantic	1917	241	[6] 10,572.25	10,543.41	28.84	10,602.53
	1912	246	[7] 10,043.03	9,990.71	52.32	10,064.31
	1907	249	8,829.98	8,714.80	115.18	8,891.06
East North Central	1917	223	12,670.86	12,624.76	46.10	12,702.77
	1912	222	11,809.69	11,764.76	44.93	11,863.69
	1907	220	10,335.97	10,251.02	84.95	10,353.18
West North Central	1917	83	3,665.42	3,650.34	15.08	3,606.54
	1912	85	3,098.62	3,089.71	8.91	3,030.50
	1907	73	2,508.36	2,459.85	48.51	2,454.61
GEOGRAPHIC DIVISIONS—Continued.						
South Atlantic	1917	94	3,277.86	3,262.69	15.17	3,221.18
	1912	107	2,962.28	[8] 2,922.09	40.19	2,899.75
	1907	101	2,294.23	2,285.95	8.28	2,244.46
East South Central	1917	49	1,450.20	1,447.87	2.33	1,456.58
	1912	45	1,287.26	1,285.41	1.85	1,280.66
	1907	40	1,064.69	1,052.81	11.88	1,074.75
West South Central	1917	68	1,682.37	1,680.37	2.00	1,708.87
	1912	79	[9] 1,376.23	1,363.05	13.18	1,371.80
	1907	50	841.22	831.19	10.03	839.98
Mountain	1917	39	1,268.58	1,267.55	1.03	1,211.32
	1912	40	1,007.32	1,001.19	6.13	1,047.52
	1907	28	601.39	601.39	.....	630.24
Pacific	1917	60	4,689.54	4,651.54	38.10	4,646.90
	1912	60	4,185.54	4,111.46	74.38	4,145.64
	1907	63	3,031.63	2,970.02	61.61	3,002.78

(See footnotes at end of table, p. 26.)

NUMBER OF OPERATING COMPANIES AND MILES OF TRACK OPERATED: 1917, 1912, AND 1907—Continued.

Table 15—Contd. Division and state.	Census year.	Number of operating companies.	Miles of track operated by companies in division or state. Total.	Electric.	All other.	Miles of track in division or state.
New England:						
Maine	1917	16	[4] 577.00	577.00	.....	571.52
	1912	16	[5] 536.38	533.28	3.10	530.49
	1907	17	424.06	421.06	3.00	418.12
New Hampshire	1917	13	203.37	203.37	.....	269.34
	1912	13	246.26	246.26	.....	268.15
	1907	16	247.10	247.10	.....	268.38
Vermont	1917	9	107.95	107.95	.....	125.55
	1912	9	102.85	102.85	.....	120.83
	1907	10	124.31	124.31	.....	113.38
Massachusetts	1917	39	3,166.81	3,166.81	.....	3,055.88
	1912	43	3,010.48	3,009.28	1.20	2,950.96
	1907	63	2,877.50	2,877.07	.43	2,851.11
Rhode Island	1917	2	414.35	404.14	10.21	453.61
	1912	2	395.71	385.47	10.24	435.37
	1907	6	419.92	419.92	.....	430.76
Connecticut	1917	7	1,088.71	1,088.71	.....	1,079.72
	1912	8	1,002.87	1,002.87	.....	993.22
	1907	9	781.15	781.15	.....	781.18
Middle Atlantic:						
New York	1917	100	[6] 4,893.49	4,892.22	1.27	4,773.36
	1912	101	[7] 4,605.44	4,563.45	41.99	4,485.81
	1907	101	3,884.74	3,788.24	96.50	3,809.19
New Jersey	1917	22	1,354.35	1,354.35	.....	1,368.06
	1912	24	1,319.85	1,319.85	.....	1,308.97
	1907	26	1,324.12	1,324.12	.....	1,319.80
Pennsylvania	1917	119	4,324.41	4,296.84	27.57	4,462.11
	1912	121	4,117.74	4,107.41	10.33	4,269.53
	1907	122	3,621.12	3,602.44	18.68	3,762.07
East North Central:						
Ohio	1917	74	4,299.18	4,297.12	2.06	4,236.11
	1912	75	4,069.12	4,067.06	2.06	3,999.22
	1907	73	3,762.69	3,718.63	44.06	3,671.45
Indiana	1917	32	2,353.18	2,350.18	3.00	2,355.58
	1912	34	2,301.34	2,298.27	3.07	2,323.38
	1907	33	1,932.93	1,928.68	4.25	1,928.78
Illinois	1917	75	3,478.47	3,437.43	41.04	3,441.43
	1912	67	3,125.84	3,086.04	39.80	3,185.73
	1907	70	2,774.67	2,738.03	36.64	2,753.71
Michigan	1917	31	1,749.90	1,749.90	.....	1,768.37
	1912	22	1,507.26	1,507.26	.....	1,526.25
	1907	24	1,275.03	1,275.03	.....	1,323.71
Wisconsin	1917	21	790.13	790.13	.....	901.28
	1912	24	806.13	806.13	.....	849.11
	1907	20	590.65	590.65	.....	675.53
West North Central:						
Minnesota	1917	10	668.94	667.82	1.12	655.90
	1912	9	555.18	552.55	2.63	538.48
	1907	5	457.15	456.02	1.13	437.82
Iowa	1917	22	990.69	985.34	5.35	1,015.45
	1912	24	803.87	803.87	.....	783.87
	1907	24	639.84	619.45	20.39	641.39
Missouri	1917	20	1,144.28	1,142.47	1.61	1,093.65
	1912	19	996.00	993.53	2.47	959.01
	1907	14	921.67	919.20	2.47	866.68
North Dakota	1917	4	31.18	25.88	5.30	24.42
	1912	3	26.02	26.02	.....	19.18
	1907	4	16.09	16.09	.....	13.66
South Dakota	1917	2	24.44	24.44	.....	24.44
	1912	2	21.59	21.59	.....	21.59
	1907	1	5.00	5.00	.....	5.00
Nebraska	1917	6	244.89	244.89	.....	210.99
	1912	7	243.80	242.00	1.80	214.46
	1907	8	218.73	211.01	7.72	184.34
Kansas	1917	19	561.00	559.50	1.50	581.69
	1912	21	452.16	450.15	2.01	493.91
	1907	17	249.88	233.08	16.80	305.72
South Atlantic:						
Delaware	1917	1	91.55	91.55	.....	101.95
	1912	4	90.37	90.37	.....	99.37
	1907	4	95.93	95.93	.....	104.93
Maryland	1917	14	727.35	727.35	.....	774.62
	1912	14	692.51	685.68	6.83	719.74
	1907	13	536.18	536.18	.....	551.51
District of Columbia	1917	4	240.65	240.65	.....	194.87
	1912	7	214.23	[8] 214.23	.....	188.46
	1907	6	176.03	176.03	.....	160.0
Virginia	1917	16	581.35	579.55	1.80	580.68
	1912	18	561.86	554.88	6.98	561.49
	1907	23	515.54	515.54	.....	512.99
South Atlantic—Con.						
West Virginia	1917	19	471.17	471.17	.....	395.15
	1912	21	404.98	404.98	.....	330.18
	1907	15	265.41	265.41	.....	207.72
North Carolina	1917	12	173.72	173.72	.....	227.63
	1912	13	190.26	188.23	2.03	190.26
	1907	11	106.44	103.69	2.75	106.44
South Carolina	1917	7	335.73	335.73	.....	313.56
	1912	6	202.60	202.60	.....	228.06
	1907	7	131.26	129.76	1.50	131.18
Georgia	1917	13	473.31	459.94	13.37	449.69
	1912	14	440.63	428.53	12.10	417.33
	1907	12	349.18	346.28	2.90	351.41
Florida	1917	8	183.03	183.03	.....	183.03
	1912	10	164.84	152.59	12.25	164.84
	1907	10	118.26	117.13	1.13	118.26
East South Central:						
Kentucky	1917	11	498.23	497.40	.83	515.70
	1912	10	493.21	493.21	.....	502.38
	1907	13	389.13	389.13	.....	402.34
Tennessee	1917	14	462.00	462.00	.....	447.36
	1912	12	370.28	369.31	.97	360.93
	1907	9	297.50	296.62	.88	292.15
Alabama	1917	13	367.18	365.68	1.50	369.35
	1912	11	306.63	306.63	.....	308.80
	1907	10	291.66	280.66	11.00	293.86
Mississippi	1917	11	122.79	122.79	.....	124.17
	1912	12	117.14	116.26	.88	118.57
	1907	8	86.40	86.40	.....	86.40
West South Central:						
Arkansas	1917	10	131.36	130.61	.75	121.83
	1912	10	122.92	121.94	.98	113.72
	1907	8	87.39	86.41	.98	82.22
Louisiana	1917	11	330.59	330.59	.....	330.59
	1912	13	285.10	285.10	.....	285.10
	1907	11	238.52	238.52	.....	238.52
Oklahoma	1917	15	280.01	280.01	.....	301.51
	1912	17	251.56	251.56	.....	251.56
	1907	8	100.44	100.44	.....	100.44
Texas	1917	32	940.41	939.16	1.25	949.94
	1912	39	[9] 716.65	704.45	12.20	721.42
	1907	23	414.87	405.82	9.05	418.80
Mountain:						
Montana	1917	6	120.92	120.92	.....	120.92
	1912	6	99.22	99.22	.....	99.22
	1907	5	69.24	69.24	.....	69.24
Colorado	1917	15	467.15	466.12	1.03	467.15
	1912	16	467.97	467.97	.....	467.97
	1907	11	317.37	317.37	.....	317.37
New Mexico	1917	2	10.95	10.95	.....	10.95
	1912	2	10.60	10.60	.....	10.60
	1907	2	10.10	10.10	.....	10.10
Arizona	1917	4	52.89	52.89	.....	52.89
	1912	4	46.24	46.24	.....	46.24
	1907	4	30.75	30.75	.....	30.75
Idaho	1917	4	104.65	104.65	.....	155.40
	1912	3	88.93	88.93	.....	129.13
	1907	2	44.24	44.24	.....	73.09
Wyoming	1917	2	23.05	23.05	.....	23.05
	1912	2	22.91	22.91	.....	22.91
Nevada	1917	2	11.56	11.56	.....	11.56
	1912	2	11.27	11.27	.....	11.27
	1907	1	7.15	7.15	.....	7.15
Utah	1917	4	477.41	477.41	.....	469.40
	1912	5	260.18	254.05	6.13	260.18
	1907	3	122.54	122.54	.....	122.54
Pacific:						
Washington	1917	20	1,071.33	1,061.13	10.20	1,021.69
	1912	19	1,035.92	1,026.31	9.61	991.17
	1907	14	764.73	743.64	21.09	730.27
Oregon	1917	8	596.23	595.43	.80	603.13
	1912	6	544.64	521.03	23.61	549.19
	1907	8	253.41	252.39	1.02	259.02
California	1917	32	3,022.08	2,994.98	27.10	3,022.08
	1912	35	2,605.28	2,564.12	41.16	2,605.28
	1907	41	2,013.49	1,973.99	39.50	2,013.49
Hawaii	1917	1	31.55	31.55	.....	31.55
	1907	1	26.11	26.11	.....	26.11
Porto Rico	1917	3	22.07	22.07	.....	22.07
	1907	3	17.72	14.59	3.13	17.72

[1] Includes 27.06 miles of track lying outside of the United States.
[2] Includes 31.91 miles of track lying outside of the United States.
[3] Includes 2.44 miles operated by both storage batteries and gasoline-engine cars.
[4] Includes 2.59 miles of track in Canada.
[5] Includes 3 miles of track in Canada.
[6] Includes 24.47 miles of track in Canada.
[7] Includes 24.48 miles of track in Canada.
[8] Includes 4.43 miles of track in Mexico.

The difference of 27.06 miles between the totals for the United States (1917) is track in Canada operated by United States companies. The outside trackage included in the reports for the respective censuses is shown in the opposite statement.

Interstate trackage.—Table 16 shows the actual trackage in each state and the statistics in detail for interstate trackage.

COUNTRY OR PROVINCE.	MILES OF TRACK LYING OUTSIDE OF THE UNITED STATES.			
	1917	1912	1907	1902
Total	27.06	31.91	27.52	4.20
Canada	27.06	27.48	26.28	3.05
Ontario, operated by a New York company	24.47	24.48	23.23	.....
New Brunswick, operated by a Maine company	2.59	3.00	3.05	3.05
Mexico, operated by a Texas company	.....	4.43	1.24	1.15

MILES OF TRACK OPERATED: 1917.

Table 16 STATE.	MILES OF TRACK IN STATE.			MILES OF TRACK OPERATED BY COMPANIES IN STATE.			LOCATED OUTSIDE OF STATE, OPERATED BY COMPANIES IN STATE.		LOCATED WITHIN STATE, OPERATED BY COMPANIES OUTSIDE OF STATE.	
	Total.	Running track.	Tracks in car houses, storage yards, etc.	Total.	Running track.	Tracks in car houses, storage yards, etc.	Total.	State in which located and miles of track.	Total.	State of outside operating companies and miles of track.
UNITED STATES	44,808.31	43,338.14	1,470.17	44,835.37	43,364.83	1,470.54	27.06	In Canada, 27.06	.....	
NEW ENGLAND:										
Maine	571.52	559.23	12.29	577.00	564.71	12.29	5.48	In N. H., 2.89; Canada, 2.59	.....	
New Hampshire	269.34	264.50	4.84	203.37	199.18	4.19	.....	.....	65.97	Maine, 2.89; Mass., 60.22; Vt., 2.86.
Vermont	125.55	124.08	1.47	107.95	106.56	1.39	2.86	In N. H., 2.86	20.46	Mass., 20.46.
Massachusetts	3,055.88	2,936.61	119.27	3,166.81	3,045.97	120.84	110.93	In N. H., 60.22; N. Y., 7.55; R. I., 22.70; Vt., 20.46.	.....	
Rhode Island	453.61	437.05	16.56	414.35	398.76	15.59	.....	.....	39.26	Conn., 16.56; Mass., 22.70.
Connecticut	1,079.72	1,053.54	26.18	1,088.71	1,062.36	26.35	16.56	In R. I., 16.56	7.57	N. Y., 7.57.
MIDDLE ATLANTIC:										
New York	4,773.36	4,561.95	211.41	4,893.49	4,677.73	215.76	142.23	In Conn., 7.57; N. J., 12.94; Pa., 97.25; Canada, 24.47.	22.10	Mass., 7.55; N. J., 0.66; Pa. 13.89.
New Jersey	1,368.06	1,297.67	70.39	1,354.35	1,285.88	68.47	0.66	In N. Y., 0.66	14.37	N. Y., 12.94; Pa., 1.43.
Pennsylvania	4,462.11	4,329.95	132.16	4,224.41	4,194.35	130.06	29.22	In Del., 10.40; Md., 1.50; N. J., 1.43; N. Y., 13.89; Ohio, 2.	166.92	Md., 4.70; N. Y., 97.25; Ohio, 64.97.
EAST NORTH CENTRAL:										
Ohio	4,236.11	4,108.06	128.05	4,299.18	4,171.80	127.38	136.57	In Ind., 30.38; Mich., 39.13; Pa., 64.97; W. Va., 2.09.	73.50	Mich., 3.13; Pa., 2; W.Va., 68.37.
Indiana	2,355.58	2,314.47	41.11	2,353.18	2,312.56	40.62	33.08	In Ill., 24.25; Ky., 8.78	35.43	Mich., 5.05; Ohio, 30.38.
Illinois	3,441.43	3,305.61	135.82	3,478.47	3,342.71	135.76	85.96	In Mo., 0.68; Wis., 85.28	48.92	Ind., 24.25; Iowa, 9.14; Mo., 9.12; Wis., 6.41.
Michigan	1,768.37	1,712.16	56.21	1,749.90	1,698.21	56.69	20.66	In Ind., 5.05; Ohio, 3.13; Wis., 12.48.	39.13	Ohio, 39.13.
Wisconsin	901.28	870.95	30.33	790.13	760.90	29.23	13.93	In Ill., 6.41; Minn., 7.52	125.08	Ill., 85.28; Mich., 12.48; Minn., 27.32.
WEST NORTH CENTRAL:										
Minnesota	655.90	620.65	35.25	668.94	633.10	35.84	27.75	In N. Dak., 0.43; Wis., 27.32	14.71	N. Dak., 7.19; Wis., 7.52.
Iowa	1,015.45	967.22	48.23	990.69	943.74	46.95	9.14	In Ill., 9.14	33.90	Nebr., 33.90.
Missouri	1,093.65	1,044.14	49.51	1,144.28	1,092.95	51.33	76.14	In Ill., 9.12; Kans., 67.02	25.51	Ill., 0.68; Kans., 24.83.
North Dakota	24.42	23.82	0.60	31.18	30.58	0.60	7.19	In Minn., 7.19	0.43	Minn., 0.43.
South Dakota	24.44	24.06	0.38	24.44	24.06	0.38	.....	.....	.....	
Nebraska	210.99	202.90	8.09	244.89	235.52	9.37	33.90	In Iowa, 33.90	.....	
Kansas	581.69	574.41	7.28	561.00	555.08	5.92	46.33	In Mo., 24.83; Okla., 21.50	67.02	Mo., 67.02.
SOUTH ATLANTIC:										
Delaware	101.95	99.67	2.28	91.55	89.27	2.28	.....	.....	10.40	Pa., 10.40.
Maryland	774.62	738.72	35.90	727.35	691.92	35.43	4.70	In Pa., 4.70	51.97	D. C., 50.47; Pa., 1.50.
District of Columbia	194.87	183.75	11.12	240.65	229.06	11.59	50.47	In Md., 50.47	4.69	Va., 4.69.
Virginia	580.68	571.63	9.05	581.35	572.30	9.05	4.69	In D. C., 4.69	4.02	Tenn., 2.97; W. Va., 1.05.
West Virginia	395.15	388.44	6.71	471.17	463.61	7.56	73.11	In Ky., 8.69; Ohio, 63.37; Va., 1.05.	2.09	Ohio, 2.09.
North Carolina	227.63	223.81	3.82	173.72	170.09	3.63	.....	.....	53.91	S. C., 53.91.
South Carolina	313.56	308.63	4.93	335.73	330.95	4.78	53.91	In N. C., 53.91	31.74	Ga., 31.74.
Georgia	449.69	436.38	13.31	473.31	459.66	13.65	53.91	In Ala., 2.17; S. C., 31.74	10.29	Tenn., 10.29.
Florida	183.03	179.77	3.26	183.03	179.77	3.26	.....	.....	.....	
EAST SOUTH CENTRAL:										
Kentucky	515.70	501.12	14.58	498.23	483.71	14.52	.....	.....	17.47	Ind., 8.78; W. Va., 8.69.
Tennessee	447.36	434.75	12.61	462.00	449.39	12.61	14.64	In Ga., 10.29; Miss., 1.38; Va., 2.97.	.....	
Alabama	369.35	358.06	11.29	367.18	355.89	11.29	.....	.....	2.17	Ga., 2.17.
Mississippi	124.17	121.62	2.55	122.79	120.24	2.55	.....	.....	1.38	Tenn., 1.38.
WEST SOUTH CENTRAL:										
Arkansas	121.83	117.20	4.63	131.36	126.57	4.79	9.53	In Tex., 9.53	.....	
Louisiana	330.59	320.65	9.94	330.59	320.65	9.94	.....	.....	.....	
Oklahoma	301.51	295.10	6.41	280.01	273.60	6.41	.....	.....	21.50	Kans., 21.50.
Texas	949.94	928.37	21.57	940.41	919.00	21.41	.....	.....	9.53	Ark., 9.53.
MOUNTAIN:										
Montana	120.92	118.58	2.34	120.92	118.58	2.34	.....	.....	.....	
Colorado	467.15	453.42	13.73	467.15	453.42	13.73	.....	.....	.....	
New Mexico	10.95	10.67	0.28	10.95	10.67	0.28	.....	.....	.....	
Arizona	52.89	52.13	0.76	52.89	52.13	0.76	.....	.....	.....	
Idaho	155.40	153.67	1.73	104.65	103.76	0.89	.....	.....	50.75	Utah, 8.01; Wash., 42.74.
Wyoming	23.05	22.75	0.30	23.05	22.75	0.30	.....	.....	.....	
Nevada	11.56	11.22	0.34	11.56	11.22	0.34	.....	.....	.....	
Utah	469.40	456.73	12.67	477.41	464.05	13.36	8.01	In Idaho, 8.01	.....	
PACIFIC:										
Washington	1,021.69	999.33	22.36	1,071.33	1,048.82	22.51	49.73	In Idaho, 42.74; Oreg., 6.99	0.09	Oreg., 0.09.
Oregon	602.13	584.57	18.56	596.23	577.67	18.56	0.09	In Wash., 0.09	6.99	Wash., 6.99.
California	3,022.08	2,934.37	87.71	3,022.08	2,934.37	87.71	.....	.....	.....	

Some states do not receive credit for the entire traffic of the state, while in other states the statistics are inflated by outside operations. For example, in the case of Pennsylvania, 166.92 miles of track within the state are operated by companies that have their major operations in New York, Ohio, and Maryland, while 29.22 miles of track located in the contiguous states of Maryland, Ohio, New York, New Jersey, and Delaware are operated by Pennsylvania companies. As a result, there is a considerable track and traffic balance for which the state does not receive credit.

Electrified trackage of all companies and systems.—Table 17 shows the electric trackage for all roads and systems for 1917 and 1912. The statistics are given, by states, for the states having electrified trackage outside of the classified electric railway industry.

Table 17

KIND OF MOTIVE POWER AND STATE.	MILES OF ELECTRIC TRACK—ALL CLASSES AND SYSTEMS, INCLUDING ELECTRIFIED DIVISIONS OF STEAM RAILROADS AND TUNNELS.					
	Total.		Classes and systems: 1917.			
				Steam railroads.		
	1917	1912	Electric railways classified industry.	Electrified division.	Electric tunnel haulage.	All other.
Number of operating companies	978	1,000	943	27	5	3
Miles of single track	48,219.35	42,473.97	44,835.37	3,256.19	67.00	60.79
Electric motive power	47,900.52	42,117.92	44,676.51	3,096.22	67.00	60.79
Overhead trolley	44,886.83	39,724.53	42,490.71	2,330.33	35.00	60.79
Third rail	[1] 2,469.26	1,938.19	[1] 1,689.37	747.89	32.00	.....
Conduit trolley	361.54	351.72	361.54	.....	.....	.....
Storage battery	122.64	64.67	112.64	10.00	.....	.....
Gas-electric motor	62.43	38.81	24.43	38.00	.....	.....
Steam	[2] 331.77	[3] 389.94	41.03	[2] 290.74	.....	.....
All other	117.83	180.09	117.83	.....	.....	.....
ELECTRIC.						
California	3,215.30	2,714.42	2,989.05	226.25	.....	.....
Overhead trolley	2,947.24	2,486.51	2,769.06	178.18	.....	.....
Third rail	268.06	227.91	219.99	48.07	.....	.....
New Jersey	1,504.65	1,470.22	1,354.35	150.30	.....	.....
Overhead trolley	1,353.20	1,318.94	1,344.55	8.65	.....	.....
Third rail	151.45	151.28	9.80	141.65	.....	.....
New York	6,049.73	5,181.71	4,892.22	1,157.51	.....	.....
Overhead trolley	4,533.53	4,080.02	3,934.19	599.34	.....	.....
Third rail	1,202.49	836.98	644.32	558.17	.....	.....
Other	313.71	264.71	313.71	.....	.....	.....
All other states, including Alaska	37,130.84	32,751.57	35,440.89	1,562.16	67.00	60.79
Overhead trolley	36,052.86	31,839.06	34,442.91	1,514.16	35.00	60.79
Third rail	[1] 847.26	722.02	[1] 815.26	.....	32.00	.....
Other	232.90	190.49	184.90	48.00	.....	.....

KIND OF MOTIVE POWER AND STATE.	MILES OF ELECTRIC TRACK—ALL CLASSES AND SYSTEMS, INCLUDING ELECTRIFIED DIVISIONS OF STEAM RAILROADS AND TUNNELS.					
	Total.		Classes and systems: 1917.			
				Steam railroads.		
	1917	1912	Electric railways classified industry.	Electrified division.	Electric tunnel haulage.	All other.
ELECTRIC—OVERHEAD TROLLEY.						
California	2,947.24	2,486.51	2,769.06	178.18	.....	.....
Connecticut	1,135.90	1,002.87	1,088.71	47.19	.....	.....
Illinois	3,356.70	2,994.69	3,182.95	122.24	.....	51.51
Maryland	724.19	683.54	724.19	.....	.....	.....
Massachusetts	3,164.87	3,013.97	3,127.15	16.41	21.31	.....
Michigan	1,480.21	1,370.93	1,474.92	.....	5.29	.....
Missouri	1,156.07	993.53	1,142.47	13.60	.....	.....
Montana	849.32	122.60	114.52	734.80	.....	.....
New Jersey	1,353.20	1,318.94	1,344.55	8.65	.....	.....
New York	4,533.53	4,080.02	3,934.19	599.34	.....	.....
Oklahoma	310.78	251.56	280.01	30.77	.....	.....
Oregon	832.13	521.03	595.43	236.70	.....	.....
Pennsylvania	4,242.72	3,956.25	4,149.41	93.31	.....	.....
Rhode Island	449.13	423.93	404.14	44.99	.....	.....
South Dakota	28.61	26.08	24.44	4.17	.....	.....
Utah	481.41	258.05	477.41	.....	.....	4.00
Virginia	638.41	615.82	576.24	62.17	.....	.....
Washington	1,030.38	973.30	1,021.98	.....	8.40	.....
West Virginia	578.98	404.98	471.17	107.81	.....	.....
All other states, including Alaska	15,593.05	14,225.93	15,587.77	.....	.....	5.28
ELECTRIC—THIRD RAIL.						
California	268.06	227.91	219.99	48.07	.....	.....
Maryland	8.60	8.70	.....	.....	8.60	.....
Michigan	298.38	138.58	274.98	.....	23.40	.....
New Jersey	151.45	151.28	9.80	141.65	.....	.....
New York	1,202.49	836.98	644.32	558.17	.....	.....
All other states	[1] 540.28	574.74	[1] 540.28	.....	.....	.....

[1] Includes 2.18 miles with duplicate motive power—overhead trolley.
[2] Includes 130.77 miles with duplicate motive power—overhead trolley, 92.77 miles; gas-electric motor, 38 miles.
[3] Includes 213.98 miles with duplicate motive power—overhead trolley, 180.86 miles; third rail, 33.12 miles.

In addition to the 44,835.37 miles of track operated by companies included in the classified industry, there were 3,383.98 miles of electrified track operated by other companies, comprising the electrified divisions of steam roads, 3,256.19 miles; electrified tunnels of steam roads, 67 miles; and the three freight and haulage companies already referred to, the Chicago Tunnel Co. (2-foot gauge), the Bingham Central Railway, of Utah, and the Alaska-Gastineau Mining Co. The 3,256.19 miles operated by electrified divisions of steam roads comprise 3,048.22 miles of electrified track, 48 miles operated with self-propelled electric cars—storage battery and gas-electric motors—and 159.97 miles of exclusively steam trackage operated in conjunction with the electrified trackage of the respective divisions, steam also being used on 130.77 miles of electrically operated track (130.39 overhead trolley and 0.38 storage battery), making a total of 290.74 miles on which steam is used.

Power other than electric.—Cable trackage was reported by 17 companies, of which 4, all on the Pacific coast—2 in San Francisco, 1 in Tacoma, and 1 in Seattle—operated 35.75 miles of surface tracks, and 13 operated inclined planes with an aggregate of 9.57 miles of track. The cable inclines are the Fairfax Incline, of San Francisco, and the Angels Flight and Mount Washington Inclines, of Los Angeles, Calif.; the Mount Manitou Incline, Colorado Springs, Colo.; that of the Duluth Street Railway Co., Duluth, Minn.; Mount Beacon Incline, "Mount Beacon-on-Hudson," New York; the Price Hill Incline, Cincinnati, Ohio; the Duquesne, Monongahela and St. Clair Inclines, and those of the Pittsburgh Railways Co., Pittsburgh, and the Cambria Incline, Johnstown, Pa.; and the

Mill Mountain Incline, Roanoke, Va.[1] In 1912, 21 companies reported cable traction, with 56.41 miles of track.

The animal traction roads are reduced to 8, with 11.16 miles of track, 1 company in each of the states of Arkansas, Georgia, Kansas, Kentucky, Missouri, New York, Ohio, and Texas. In 1912 there were 13 animal traction roads, with 57.52 miles of track. Roads employing gasoline-engine cars were 5 in number—1 each in Alabama, Georgia, Illinois, North Dakota, and Pennsylvania, with 55.61 miles of track, as compared with 9 in 1912 and 66.16 miles of track.

Steam trackage was reported by 8 companies, with 41.03 miles of track, as compared to 9 with 76.34 miles in 1912.

Elevated and subway.—The elevated and subway and tunnel trackage in 1917 aggregated 716.08 miles, as compared with 530.5 miles in 1912 and 437.16 miles in 1907, an increase of 35 per cent for the period 1912–1917 and of 21.4 per cent for the period 1907–1912. In 1902 tracks in subways and tunnels were not reported separately, but there were 308.94 miles on elevated structures, namely: New York, 184.96 miles; Illinois, 107.96 miles; and Massachusetts, 16.02 miles. Table 18 shows the statistics, by states, for 1917, 1912, and 1907.

Table 18

STATE.	ELEVATED AND SUBWAY AND TUNNEL TRACKAGE, BY STATES: MILES OF SINGLE TRACK.		
	1917	1912	1907
Elevated, United States	497.29	417.80	362.39
New York	296.99	230.80	200.41
Illinois	146.89	141.90	125.77
Massachusetts	26.23	26.58	16.70
Pennsylvania	16.71	9.87	7.67
New Jersey	4.41	4.37	[1] 7.26
Missouri	2.96	2.88	3.18
Maryland	1.40	1.40	1.40
California	1.20	.....	.....
Kansas	0.50	.....	.....
Subway and tunnels, United States	218.79	112.70	74.77
New York	162.37	70.54	60.38
New Jersey	12.62	11.68	.....
Massachusetts	25.24	18.45	7.75
Pennsylvania	8.95	8.42	5.62
California	5.43	0.30	.....
Illinois	1.93	1.87	0.60
All other states [2]	2.25	1.44	0.42

[1] Includes 3.06 miles of Camden and Atlantic branch of West Jersey & Seashore Railroad Co., tabulated as an electrified division of a steam road in 1912 and 1917.
[2] Includes, 1917, Connecticut, Minnesota, Missouri, Rhode Island, West Virginia, and Wisconsin; 1912, Kansas, Missouri, Oregon, and Tennessee; and 1907, Missouri.

The elevated and subway tracks of New York, Illinois, Massachusetts, Pennsylvania, and New Jersey represent the districts of New York City, Chicago, Boston, Philadelphia, and Jersey City, respectively. The subway and tunnel trackage of New Jersey includes 11.68 miles of the Hudson & Manhattan System, which in other tables is credited to New York, with which state the system as a unit is tabulated.

[1] No report was received in 1917 for the Lookout Mountain Inclined Railway, Chattanooga, Tenn. (0.97 mile of track).

The 5.43 miles of subway and tunnel reported for California includes 4.54 miles of the Municipal Railway of San Francisco. Elevated trackage was reported by 14 companies, distributed as follows: New York, 3; Illinois, 4; and 1 each in Massachusetts, Pennsylvania, New Jersey, Missouri, Maryland, California, and Kansas; and subway and tunnel tracks by 21 companies.

Track ownership.—The reports of the operating companies show the track owned, leased, and operated under trackage rights. The leased track includes that leased from nonoperating electric railway companies, designated as lessor companies, and from whom reports were received, and track leased from steam roads, municipalities, bridge companies, etc., that did not furnish lessor reports. The operations over tracks under trackage rights are chiefly over tracks owned or leased by one electric railway company and used jointly by another electric railway company, but they also include, to a small extent, operations over tracks of steam roads. In the former case the track is a portion of that reported by the operating owner or operating lessee, but in the latter case, although the electric railway company does not have the exclusive use of that which it uses under the trackage rights agreement with the steam railroad, yet it is track that is not included in the report of any other electric railway company, and hence it is included in the total for operated track, and is a portion of that reported in the total for leased track.

Table 142 (p. 124) gives the statistics, by geographic divisions and states and for Porto Rico, 1917, for miles of track leased and miles of track operated under trackage rights.

The trackage operated in 1917 comprises 36,543.76 miles of track owned by the operating companies, or 81.5 per cent of the total; 7,294.09 miles, or 16.3 per cent, that was leased from electric railway companies (including 261 miles leased from other operating electric railway companies); 618.28 miles, or 1.4 per cent, leased from steam railroad companies and other sources, making a total of 17.7 per cent leased; and 379.24 miles of track, or 0.8 per cent of the aggregate, operated under trackage rights agreements from steam companies. In 1912, 81.1 per cent was owned by the operating companies and 18.9 per cent was leased or under trackage rights. The 618.28 miles leased from steam railroad companies and other sources in 1917 comprise steam roads, 354.18 miles; municipalities, 232.57 miles; bridge and ferry companies, 12.81 miles; and real estate and manufacturing companies, Leland Stanford University, New Jersey State Hospital, and individuals, 18.72 miles. Comparative statistics for total operated trackage and that owned and leased, by divisions and states, in 1917, 1912, and 1907, are given in Table 19.

MILES OF TRACK OWNED AND LEASED BY OPERATING COMPANIES: 1917, 1912, AND 1907.

Table 19

Division and state.	Census year.	Total.	Owned.	Leased.	Per cent of total. Owned.	Per cent of total. Leased.
United States	1917	44,835.37	36,804.76	8,030.61	82.1	17.9
	1912	41,064.82	33,416.86	7,647.96	81.4	18.6
	1907	34,403.56	27,480.65	6,922.91	79.9	20.1
Geographic divisions:						
New England	1917	5,558.19	4,141.06	1,417.13	74.5	25.5
	1912	5,294.55	3,957.04	1,337.51	74.7	25.3
	1907	4,883.39	3,845.66	1,037.73	78.7	21.3
Middle Atlantic	1917	10,572.25	6,879.57	3,692.68	65.1	34.9
	1912	10,043.03	6,709.96	3,333.07	66.8	33.2
	1907	8,829.98	5,616.11	3,213.87	63.6	36.4
East North Central	1917	12,670.86	10,682.60	1,988.26	84.3	15.7
	1912	11,809.69	9,826.45	1,983.24	83.2	16.8
	1907	10,342.17	8,046.39	2,295.78	77.8	22.2
West North Central	1917	3,665.42	3,560.29	105.13	97.1	2.9
	1912	3,098.62	3,034.81	63.81	97.9	2.1
	1907	2,508.36	2,409.16	99.20	96.0	4.0
South Atlantic	1917	3,277.86	2,747.31	530.55	83.8	16.2
	1912	2,962.28	2,440.35	521.93	82.4	17.6
	1907	2,300.73	2,186.31	114.42	95.0	5.0
East South Central	1917	1,450.20	1,442.79	7.41	99.5	0.5
	1912	1,287.26	1,278.41	8.85	99.3	0.7
	1907	1,064.69	1,060.42	4.27	99.6	0.4
West South Central	1917	1,682.37	1,675.42	6.95	99.6	0.4
	1912	1,376.23	1,241.18	135.05	90.2	9.8
	1907	841.22	721.94	119.28	85.8	14.2
Mountain	1917	1,268.58	1,223.55	45.03	96.5	3.5
	1912	1,007.32	897.49	109.83	89.1	10.9
	1907	601.39	593.64	7.75	98.7	1.3
Pacific	1917	4,689.64	4,452.17	237.47	94.9	5.1
	1912	4,185.84	4,031.17	154.67	96.3	3.7
	1907	3,031.63	3,001.02	30.61	99.0	1.0
New England:						
Maine	1917	577.00	470.39	106.61	81.5	18.5
	1912	536.38	430.01	106.37	80.2	19.8
	1907	424.06	424.06	.....	100.0	.....
New Hampshire	1917	203.37	172.86	30.51	85.0	15.0
	1912	246.26	215.54	30.72	87.5	12.5
	1907	247.10	247.10	.....	100.0	.....
Vermont	1917	107.95	107.95	.....	100.0	.....
	1912	102.85	102.85	.....	100.0	.....
	1907	124.31	124.31	.....	100.0	.....
Massachusetts	1917	3,166.81	2,577.96	588.85	81.4	18.6
	1912	3,010.48	2,463.10	547.38	81.8	18.2
	1907	2,886.85	2,339.88	546.97	81.1	18.9
Rhode Island	1917	414.35	56.56	357.79	13.7	86.3
	1912	395.71	54.77	340.94	13.8	86.2
	1907	419.92	146.97	272.95	35.0	65.0
Connecticut	1917	1,088.71	755.34	333.37	69.4	30.6
	1912	1,002.87	690.77	312.10	68.9	31.1
	1907	781.15	563.34	217.81	72.1	27.9
Middle Atlantic:						
New York	1917	4,893.49	3,783.85	1,109.64	77.3	22.7
	1912	4,605.44	3,811.34	794.10	82.8	17.2
	1907	3,884.74	2,877.14	1,007.60	74.1	25.9
New Jersey	1917	[1] 1,355.56	756.24	599.32	55.8	44.2
	1912	1,319.85	738.75	581.10	56.0	44.0
	1907	1,324.12	926.99	397.13	70.0	30.0
Pennsylvania	1917	[1] 4,323.20	2,339.48	1,983.72	54.1	45.9
	1912	4,117.74	2,159.87	1,957.87	52.5	47.5
	1907	3,621.12	1,811.98	1,809.14	50.0	50.0
East North Central:						
Ohio	1917	4,299.18	3,400.24	898.94	79.1	20.9
	1912	4,069.12	2,946.71	1,122.41	72.4	27.6
	1907	3,767.10	2,718.08	1,049.02	72.2	27.8
Indiana	1917	2,353.18	1,711.89	641.29	72.7	27.3
	1912	2,301.34	1,788.82	512.52	77.7	22.3
	1907	1,932.93	1,159.68	773.25	60.0	40.0
Illinois	1917	3,478.47	3,395.11	83.36	97.6	2.4
	1912	3,125.84	3,044.12	81.72	97.4	2.6
	1907	2,776.46	2,302.95	473.51	82.9	17.1
Michigan	1917	1,749.90	1,385.23	364.67	79.2	20.8
	1912	1,507.26	1,248.67	258.59	82.8	17.2
	1907	1,275.03	1,275.03	.....	100.0	.....
Wisconsin	1917	790.13	790.13	.....	100.0	.....
	1912	806.13	798.13	8.00	99.0	1.0
	1907	590.65	590.65	.....	100.0	.....
West North Central:						
Minnesota	1917	668.94	636.82	32.12	95.2	4.8
	1912	555.18	544.35	10.83	98.0	2.0
	1907	457.15	457.15	.....	100.0	.....
Iowa	1917	990.69	962.35	28.34	97.1	2.9
	1912	803.87	788.25	15.62	98.1	1.9
	1907	639.84	578.62	61.22	90.4	9.6
Missouri	1917	1,144.28	1,138.10	6.19	99.5	0.5
	1912	996.00	993.59	2.49	99.8	0.2
	1907	921.67	917.07	4.60	99.5	0.5
West North Central—Continued.						
Nebraska	1917	244.89	206.41	38.48	84.3	15.7
	1912	243.80	210.10	33.70	86.2	13.8
	1907	218.73	186.35	32.38	85.2	14.8
Kansas	1917	561.00	561.00	.....	100.0	.....
	1912	452.16	450.99	1.17	99.7	0.3
	1907	249.88	248.88	1.00	99.6	0.4
North Dakota and South Dakota.	1917	55.62	55.62	.....	100.0	.....
	1912	47.61	47.61	.....	100.0	.....
	1907	21.09	21.09	.....	100.0	.....
South Atlantic:						
Delaware	1917	91.55	.....	91.55	.....	100.0
	1912	90.37	46.30	44.07	51.2	48.8
	1907	95.93	84.32	11.61	87.9	12.1
Maryland	1917	727.35	685.56	41.79	94.3	5.7
	1912	692.51	643.13	49.38	92.9	7.1
	1907	536.18	525.76	10.42	98.1	1.9
District of Columbia	1917	240.65	240.65	.....	100.0	.....
	1912	214.23	214.23	.....	100.0	.....
	1907	176.03	176.03	.....	100.0	.....
Virginia	1917	581.35	463.31	118.04	79.7	20.3
	1912	561.86	429.29	132.57	76.4	23.6
	1907	515.54	456.30	59.24	88.5	11.5
West Virginia	1917	471.17	452.67	18.50	96.1	3.9
	1912	404.98	392.48	12.50	96.9	3.1
	1907	266.41	255.22	11.19	95.8	4.2
North Carolina	1917	173.72	173.66	0.06	100.0	(2)
	1912	190.26	161.83	28.43	85.1	14.9
	1907	106.94	85.98	20.96	80.4	19.6
South Carolina	1917	335.73	287.54	48.19	85.6	14.4
	1912	202.60	158.77	43.83	78.4	21.6
	1907	131.26	131.26	.....	100.0	.....
Georgia	1917	473.31	261.49	211.82	55.2	44.8
	1912	440.63	241.85	198.78	54.9	45.1
	1907	354.18	354.18	.....	100.0	.....
Florida	1917	183.03	182.43	0.60	99.7	0.3
	1912	164.84	152.47	12.37	92.5	7.5
	1907	118.26	117.26	1.00	99.2	0.8
East South Central:						
Kentucky	1917	498.23	495.04	3.19	99.4	0.6
	1912	493.21	490.02	3.19	99.4	0.6
	1907	389.13	385.36	3.77	99.0	1.0
Tennessee	1917	462.00	462.00	.....	100.0	.....
	1912	370.28	369.34	0.94	99.7	0.3
	1907	297.50	297.50	.....	100.0	.....
Alabama	1917	367.18	362.96	4.22	98.9	1.1
	1912	306.63	301.91	4.72	98.5	1.5
	1907	291.66	291.16	0.50	99.8	0.2
Mississippi	1917	122.79	122.79	.....	100.0	.....
	1912	117.14	117.14	.....	100.0	.....
	1907	86.40	86.40	.....	100.0	.....
West South Central:						
Louisiana	1917	330.59	330.59	.....	100.0	.....
	1912	285.10	155.55	129.55	54.6	45.4
	1907	238.52	119.24	119.28	50.0	50.0
Texas	1917	940.41	934.25	6.16	99.3	0.7
	1912	716.65	712.35	4.30	99.4	0.6
	1907	414.87	414.87	.....	100.0	.....
All other West South Central states.	1917	411.37	410.58	0.79	99.8	0.2
	1912	374.48	373.28	1.20	99.7	0.3
	1907	187.83	187.83	.....	100.0	.....
Mountain:						
Colorado	1917	467.15	433.81	33.34	92.9	7.1
	1912	467.97	434.68	33.29	92.9	7.1
	1907	317.37	317.37	.....	100.0	.....
Idaho	1917	104.65	104.65	.....	100.0	.....
	1912	88.93	12.39	76.54	13.9	86.1
	1907	44.24	44.24	.....	100.0	.....
Utah	1917	477.41	471.37	6.04	98.7	1.3
	1912	260.18	260.18	.....	100.0	.....
	1907	122.54	114.79	7.75	93.7	6.3
All other Mountain states.	1917	219.37	213.72	5.65	97.4	2.6
	1912	190.24	190.24	.....	100.0	.....
	1907	117.24	117.24	.....	100.0	.....
Pacific:						
Washington	1917	1,071.33	1,065.67	5.66	99.5	0.5
	1912	1,035.92	1,014.01	21.91	97.9	2.1
	1907	764.73	744.80	19.93	97.4	2.6
California	1917	3,022.08	2,805.21	216.87	92.8	7.2
	1912	2,605.28	2,472.52	132.76	94.9	5.1
	1907	2,013.49	2,002.81	10.68	99.5	0.5
Oregon	1917	596.23	581.29	14.94	97.5	2.5
	1912	544.64	544.64	.....	100.0	.....
	1907	253.41	253.41	.....	100.0	.....
Hawaii	1917	31.55	31.55	.....	100.0	.....
	1907	26.11	26.11	.....	100.0	.....
Porto Rico	1917	22.07	21.53	0.54	97.6	2.4
	1907	17.72	1.772	.....	100.0	.....

[1] 21 miles owned by a New Jersey company is leased to and operated by a Pennsylvania company.

[2] Less than one-tenth of 1 per cent.

Public thoroughfares and private rights of way.—The increase in private rights of way is an important feature of electric railroad development, largely due to growth in interurban service. The schedule employed at the census of 1912 included an inquiry for the mileage on private rights of way, owned or leased, or used under agreement, or otherwise, and, based upon the data thus reported, statistics, secured by deduction, were given in the census report for 1912 for mileage of track on public thoroughfares. It is apparent that in some cases companies reported the mileage of road or line on private rights of way and not the mileage of single track, the result in such cases where the line was double track being an understatement of the trackage on private rights of way and an overstatement of that on public thoroughfares. The schedule did not call for the mileage of track on public thoroughfares, and errors in reporting could not be detected.

The schedule employed for the present census provided for reporting the trackage on public thoroughfares, on private rights of way, on elevated structures, and in subways and tunnels, thus covering all tracks. Accurate data, therefore, are not available for comparisons with prior censuses. The conclusion that the returns made at the census of 1912 understated in many cases the trackage on private rights of way is borne out by the fact that in quite a number of states the mileage of track on public thoroughfares as reported at the census of 1917 was less than the published figures obtained by deduction for 1912.

Table 20 gives the statistics for mileage of track on public thoroughfares and on private rights of way for 1917, by geographic divisions.

Table 20 — MILES OF SINGLE TRACK LOCATED ON PUBLIC THOROUGHFARES AND ON PRIVATE RIGHTS OF WAY: 1917.

DIVISION.	Total.	On public thoroughfares.	On private rights of way, including elevated structures, subways, and tunnels.	Per cent of total.	
				Public thoroughfares.	Private rights of way.
United States	44,835.37	26,284.53	18,550.84	58.6	41.4
New England	5,558.19	4,448.14	1,110.05	80.0	20.0
Middle Atlantic	10,572.25	6,389.17	4,183.08	60.4	39.6
East North Central	12,670.86	6,135.09	6,535.77	48.4	51.6
West North Central	3,665.42	2,144.76	1,520.66	58.5	41.5
South Atlantic	3,277.86	1,999.61	1,278.25	61.0	39.0
East South Central	1,450.20	1,031.86	418.34	71.2	28.8
West South Central	1,682.37	1,073.44	608.93	63.8	36.2
Mountain	1,268.58	720.15	548.43	56.8	43.2
Pacific	4,689.64	2,342.31	2,347.33	49.9	50.1

In the East North Central and the Pacific divisions more than half the trackage is on private rights of way, and in the New England division but one-fifth. The six leading states with major portion of track on private rights of way are Indiana, with 73.5 per cent; South Carolina, 69.7 per cent; Iowa, 63.2 per cent; Kansas, 63 per cent; Oregon, 60.9 per cent; and Oklahoma, 57 per cent.

City and suburban and interurban lines.—The schedule provided for the classification of track as "City and suburban" or "Interurban," and in this respect conforms to the schedule employed at the census of 1912. This is a classification which leaves much to the judgment of the official making the report. Many roads partake of the character of both, and there is no satisfactory rule upon which to base a distribution of trackage. At the censuses of 1907 and 1902 track was reported as within and without city limits; but this was not applicable to Massachusetts and Connecticut, where city and township boundaries are coextensive. The statistics are given in Table 21, by geographic divisions, as reported in 1917 and 1912, but they are only to be taken as showing in general the distribution of trackage between city and suburban lines and interurban lines. It will be perceived that there is an apparent decrease in interurban mileage in the New England and Middle Atlantic divisions and a decrease in city and suburban mileage in the Pacific division, due apparently to differences in point of view of the officials making the reports. It can be said, however, that the greatest development of interurban track is in the East North Central division, where it constituted approximately 60 per cent of all trackage in 1917 and in 1912, while the least is in the East South Central division.

Table 21 — MILES OF TRACK—CITY AND SUBURBAN AND INTERURBAN.

DIVISION.	Census year.	Total miles of single track.	City and suburban.	Interurban.
United States	1917	44,835.37	26,737.75	18,097.62
	1912	41,064.82	24,699.02	16,365.80
New England	1917	5,558.19	4,181.42	1,376.77
	1912	5,294.55	3,906.14	1,388.41
Middle Atlantic	1917	10,572.25	7,251.96	3,320.29
	1912	10,043.03	6,583.83	3,459.20
East North Central	1917	12,670.86	5,130.52	7,540.34
	1912	11,809.69	4,616.92	7,192.77
West North Central	1917	3,665.42	2,429.02	1,236.40
	1912	3,098.62	2,277.67	820.95
South Atlantic	1917	3,277.86	2,347.05	930.81
	1912	2,962.28	2,106.07	856.21
East South Central	1917	1,450.20	1,160.92	289.28
	1912	1,287.26	1,123.40	163.86
West South Central	1917	1,682.37	1,154.85	527.52
	1912	1,376.23	1,054.50	321.73
Mountain	1917	1,268.58	722.27	546.31
	1912	1,007.32	669.37	337.95
Pacific	1917	4,689.64	2,359.74	2,329.90
	1912	4,185.84	2,361.12	1,824.72

Table 22 gives the per cent distribution, by geographic divisions and states, for 1917.

Table 22

Division and state.	Per cent distribution of miles of track (based upon table 141). City and suburban.	Per cent distribution of miles of track (based upon table 141). Interurban.
United States	59.6	40.4
Geographic divisions:		
New England	75.2	24.8
Middle Atlantic	68.6	31.4
East North Central	40.5	59.5
West North Central	66.3	33.7
South Atlantic	71.6	28.4
East South Central	80.1	19.9
West South Central	68.6	31.4
Mountain	56.9	43.1
Pacific	50.3	49.7
New England:		
Maine	37.9	62.1
New Hampshire	61.6	38.4
Vermont	56.5	43.5
Massachusetts	78.9	21.1
Rhode Island	97.0	3.0
Connecticut	80.5	19.5
Middle Atlantic:		
New York	67.5	32.5
New Jersey	80.6	19.4
Pennsylvania	66.1	33.9
East North Central:		
Ohio	35.3	64.7
Indiana	23.6	76.4
Illinois	54.3	45.7
Michigan	41.3	58.7
Wisconsin	56.5	43.5
West North Central:		
Minnesota	74.1	25.9
Iowa	49.3	50.7
Missouri	84.9	15.1
North Dakota	83.9	16.1
South Dakota	100.0	.....
Nebraska	93.9	6.1
Kansas	34.3	65.7
South Atlantic:		
Maryland	66.2	33.8
Delaware	100.0	.....
District of Columbia	100.0	.....
Virginia	79.5	20.5
West Virginia	43.4	56.6
North Carolina	82.8	17.2
South Carolina	35.3	64.7
Georgia	89.0	11.0
Florida	100.0	.....
East South Central:		
Kentucky	67.3	32.7
Tennessee	85.0	15.0
Alabama	91.0	9.0
Mississippi	80.4	19.6
West South Central:		
Arkansas	100.0	.....
Louisiana	88.0	12.0
Oklahoma	55.0	45.0
Texas	61.5	38.5
Mountain:		
Montana	96.1	3.9
Colorado	73.7	26.3
New Mexico	100.0	.....
Arizona	68.3	31.7
Idaho	26.6	73.4
Wyoming	44.0	56.0
Nevada	71.9	28.1
Utah	35.3	64.7
Pacific:		
Washington	56.9	43.1
Oregon	39.8	60.2
California	50.1	49.9

ROLLING STOCK.

Table 143 (p. 125) presents statistics of rolling stock for 1917, 1912, and 1907, and Table 144 (p. 128) gives the statistics of cars, classified according to type and equipment, and electric locomotives for 1917, data for each being shown by geographic divisions and states and for Hawaii and Porto Rico.

Table 23, which follows, shows for 1917, 1912, and 1907 the number of the different varieties of cars and electric locomotives, with percentages of total and percentages of increase for the several classes or types.

Table 23

Kind.	Cars and electric locomotives. Number. 1917	Number. 1912	Number. 1907	Per cent of total. 1917	Per cent of total. 1912	Per cent of total. 1907	Per cent of increase.[1] 1907–1917	Per cent of increase.[1] 1912–1917	Per cent of increase.[1] 1907–1912
Cars—Total	102,603	94,016	83,641	100.0	100.0	100.0	22.7	9.1	12.4
Revenue cars	91,448	83,956	75,685	89.1	89.3	90.5	20.8	8.9	10.9
Passenger	79,914	76,162	70,016	77.9	81.0	83.7	14.1	4.9	8.8
Closed	50,487	48,123	40,470	.....	.....	.....	24.7	4.9	19.0
Open	15,893	18,998	22,537	.....	.....	.....	−29.5	−16.3	−15.7
Convertible or semiconvertible	12,601	[2] 7,985	[2] 6,442	.....	.....	.....	94.1	57.8	24.0
Combination, passenger with baggage, express, freight or mail	933	1,061	567	.....	.....	.....	64.6	−12.1	87.1
Prepayment	28,538	16,012	.....	.....	.....	.....	.....	78.2	.....
Parlor	73								
Sleeping	7	149	118	.....	.....	.....	.....	.....	26.3
Private	36								
Other special	[3] 23								
Other passenger cars	51,237	60,001	.....	.....	.....	.....	.....	.....	.....
Express, freight, and baggage	11,442	7,794	5,669	11.2	8.3	6.8	103.5	48.0	37.5
Mail	92								
Service cars:									
Snowplows	1,642								
Sweepers	1,275	10,060	7,956	10.9	10.7	8.0	40.2	10.9	26.4
Sprinklers	278								
Work and other service cars	7,960								
Cars equipped with electric motors	76,429	73,758	63,504	74.5	78.5	75.9	20.4	3.6	16.1
Cars equipped with gasoline engines	19	21	13	.....	.....	.....	.....	.....	.....
Electric locomotives	357	277	117	.....	.....	.....	205.1	28.9	136.8

[1] A minus sign (−) denotes decrease; percentage not computed when base is less than 100.
[2] Reported as "Combination—closed and open."
[3] Comprises 8 funeral cars, 6 excursion cars, and 9 of a character not stated.

The per cent distribution of passenger cars according to types of closed, open, etc., has not varied greatly, except in the growing use of convertible or semiconvertible cars. The per cent ratios are given in the following tabular statement:

	PER CENT DISTRIBUTION OF PASSENGER CARS ACCORDING TO TYPE.		
	1917	1912	1907
Total number of passenger cars	100.0	100.0	100.0
Closed	63.2	63.2	57.8
Open	19.9	24.9	32.2
Convertible or semiconvertible	15.8	10.5	9.2
Combination—Passenger with baggage, etc	1.1	1.4	0.8
Prepayment	35.7	21.0	.....

The growth of freight and express traffic on interurban and rural lines is evidenced by the increase in express and freight cars and in income from these sources. The number of combination passenger and express, freight, baggage, or mail cars has not proportionately increased, but nonpassenger revenue cars, 11,534 in number, constitute 12.6 per cent of all revenue cars in 1917, as compared with 9.3 per cent in 1912 and 7.5 per cent in 1907.

Sleeping cars were reported by the St. Louis, Springfield & Peoria Railway Co., of Illinois (5), and by the Oregon Electric Railway Co. (2). The group of other special cars, 23 in number, includes 8 funeral cars, 6 excursion cars, and 9 of a character not stated. No dining cars were reported.

Table 24

DIVISION.	PASSENGER CARS.					
	Total number.		Prepayment cars.			
					Per cent of total.	
	1917	1912	1917	1912	1917	1912
United States	79,914	76,162	28,538	16,012	35.7	21.0
New England	11,800	11,618	1,461	104	12.4	0.9
Middle Atlantic	27,278	26,821	8,313	5,471	30.5	20.4
East North Central	17,452	16,286	8,252	4,815	47.3	29.6
West North Central	5,798	5,291	3,049	2,046	52.6	38.7
South Atlantic	6,277	6,061	1,947	971	31.0	16.0
East South Central	2,317	2,286	959	912	41.4	39.9
West South Central	2,518	2,246	1,307	628	51.9	28.0
Mountain	1,163	1,064	681	28	58.6	2.6
Pacific	5,316	4,489	2,569	1,037	48.3	23.1

Prepayment cars.—Passenger cars of the prepayment type were first reported at the census of 1912. They formed 35.7 per cent of all passenger cars in 1917, as compared with 21 per cent in 1912. The distribution of these cars, by divisions, with the per cent they form of all passenger cars, is shown in Table 24 for 1917 and 1912. It is probable that the statistics include some cars not constructed as prepayment cars but operated as such. To what extent these are included is not determinable.

Table 25 shows the distribution of express, freight, baggage, and mail cars by geographic divisions and for the states having 100 or more cars in 1917, 1912, or 1907.

Table 25

DIVISION AND STATE.[1]	EXPRESS, FREIGHT, BAGGAGE, AND MAIL CARS.					
	1917	1912	1907	Per cent of increase.[2]		
				1907-1917	1912-1917	1907-1912
United States	11,534	7,794	5,669	103.4	48.0	37.5
New England	474	340	355	33.5	39.4	−4.2
Maine	146	80	63	.....	.....	.....
Massachusetts	161	120	91	.....	33.1	.....
Rhode Island	104	84	87	.....	.....	.....
Middle Atlantic	713	635	850	−16.1	12.3	−25.3
New York	458	428	425	7.8	7.0	0.7
Pennsylvania	248	200	412	.....	24.0	.....
East North Central	3,551	2,756	1,877	89.2	28.8	46.8
Illinois	2,289	1,917	1,384	65.4	19.4	38.5
Indiana	433	328	84	.....	32.0	.....
Michigan	267	138	98	.....	93.5	.....
Ohio	536	366	305	75.7	46.4	20.0
West North Central	2,958	513	191	1,488.7	476.6	168.6
Iowa	2,785	398	140	1,889.3	599.7	184.3
Kansas	123	51	19	.....	.....	.....
South Atlantic	377	349	232	62.5	8.0	50.4
Maryland	83	163	76	.....	−49.1	.....
South Carolina	159	45	4	.....	.....	.....
South Central—East and West	167	144	68	.....	16.0	.....
Mountain	318	240	109	191.7	32.5	*120.2
Colorado	149	163	98	.....	−8.6	.....
Utah	149	73	.....	.....	.....	.....
Pacific	2,976	2,817	1,987	499.2	5.8	41.8
California	1,660	1,507	971	71.0	10.2	55.2
Oregon	510	494	179	185.0	3.2	175.8
Washington	806	816	837	−3.7	−1.2	−2.5

[1] Only states reporting 100 or more cars in either year are shown.
[2] A minus sign (−) denotes decrease; percentage not computed when base is less than 100.

Motor cars.—The statistics for motor cars refer to the number equipped with motors at any one time, and are given in detail for 1917, by states, in Table 144 (p. 128). Table 26, on page 34, gives comparative statistics, by geographic divisions, for 1917 and 1912.

The motor-equipped cars represented 74.5 per cent of all cars in 1917, and 78.5 per cent in 1912. In 1907 there were 63,504 motor-equipped cars, or 75.9 per cent of all cars, of which number 45,660, or 71.9 per cent, were two-motor; 16,793, or 26.4 per cent, were four-motor or more than four; 629, or 1 per cent, one-motor; and 422, or seven-tenths of 1 per cent, three-motor.

Table 26

	Cars equipped with motors and gasoline engines.				
	Number.		Per cent of total.		Per cent of increase.[1]
	1917	1912	1917	1912	1912-1917
Electric motor cars, total	[2] 76,429	73,758	100.0	100.0	3.6
Two-motor	44,868	45,996	58.7	62.4	-2.5
Four-motor (or more than four)	29,834	25,806	39.1	35.0	15.8
One-motor	1,292	1,207	1.7	1.6	7.0
Three-motor	385	749	0.5	1.0	-48.6
BY DIVISIONS.					
New England	12,396	12,786	100.0	100.0	-3.1
Two-motor	6,990	7,364	56.4	57.6	-5.1
Four-motor	4,845	4,453	39.1	34.8	8.8
Other	561	969	4.5	7.6	-42.1
Middle Atlantic	24,916	24,690	100.0	100.0	0.9
Two-motor	17,070	17,882	68.5	72.4	-4.5
Four-motor	7,514	6,173	30.2	25.0	21.7
Other	332	635	1.3	2.6	-47.7
East North Central	16,649	15,527	100.0	100.0	7.2
Two-motor	8,571	8,416	51.5	54.2	1.8
Four-motor	7,878	6,957	47.3	44.8	13.2
Other	200	154	1.2	1.0	29.9
West North Central	5,677	5,258	100.0	100.0	8.0
Two-motor	2,042	2,222	36.0	42.2	-8.1
Four-motor	3,582	3,022	63.0	57.5	18.5
Other	53	14	1.0	0.3	.....
BY DIVISIONS—continued.					
South Atlantic	6,024	5,518	100.0	100.0	9.2
Two-motor	4,264	4,210	70.8	76.3	1.3
Four-motor	1,725	1,236	28.6	22.4	39.6
Other	35	72	0.6	1.3	.....
East South Central	2,152	2,130	100.0	100.0	1.0
Two-motor	1,226	1,466	57.0	68.8	-16.4
Four-motor	684	638	31.8	30.0	7.2
Other	242	26	11.2	1.2	.....
West South Central	2,414	2,131	100.0	100.0	13.3
Two-motor	1,653	1,749	68.5	82.1	-5.5
Four-motor	553	345	22.9	16.2	60.3
Other	208	37	8.6	1.7	.....
Mountain	1,027	916	100.0	100.0	12.1
Two-motor	491	465	47.8	50.8	5.6
Four-motor	509	424	49.6	46.3	20.0
Other	27	27	2.6	2.9	.....
Pacific	5,174	4,802	100.0	100.0	7.7
Two-motor	2,561	2,222	49.5	46.3	15.3
Four-motor	2,594	2,558	50.1	53.3	1.4
Other	19	22	0.4	0.4	.....
Gasoline-engine cars, total	19	21	.....	.....	.....

[1] A minus sign (-) denotes decrease; percentage not computed when base is less than 100. [2] Includes 346 storage-battery cars and 3 gas-electric motor cars.

Brake equipment.—Table 27 gives the statistics for brake equipment, distinguished as air brakes, other power brakes, and hand brakes, by geographic divisions, for 1917, 1912, and 1907.

Table 27

Division.	Census year.	Cars—brake equipment.						
		Total number.[1]	Cars equipped with—			Per cent of total.		
			Air brakes.	Other power brakes.	Hand brakes exclusively.	Air brakes.	Other power brakes.	Hand brakes exclusively.
United States	1917	101,712	72,499	1,796	27,417	71.3	1.7	27.0
	1912	93,664	53,360	(2)	40,304	57.0	.....	43.0
	1907	83,641	34,428	(2)	49,213	41.2	.....	58.8
Geographic divisions:								
New England	1917	14,220	7,578	.....	6,642	53.3	.....	46.7
	1912	13,838	5,758	(2)	8,080	41.6	.....	58.4
	1907	12,774	3,910	(2)	8,864	30.6	.....	69.4
Middle Atlantic	1917	30,743	21,815	902	8,026	71.0	2.9	26.1
	1912	30,412	17,085	(2)	13,327	56.2	.....	43.8
	1907	27,884	10,326	(2)	17,558	37.0	.....	63.0
East North Central	1917	23,908	19,654	28	4,226	82.2	0.1	17.7
	1912	21,552	14,445	(2)	7,107	67.0	.....	33.0
	1907	20,282	10,087	(2)	10,195	49.7	.....	50.3
West North Central	1917	9,351	7,816	16	1,519	83.6	0.2	16.2
	1912	6,388	4,457	(2)	1,931	69.8	.....	30.2
	1907	5,300	2,754	(2)	2,546	52.0	.....	48.0
South Atlantic	1917	7,339	3,673	561	3,105	50.0	7.7	42.3
	1912	6,863	2,031	(2)	4,832	29.6	.....	70.4
	1907	6,002	1,165	(2)	4,837	19.4	.....	80.6
East South Central	1917	2,710	1,072	2	1,636	39.5	0.1	60.4
	1912	2,651	998	(2)	1,653	37.6	.....	62.4
	1907	2,361	538	(2)	1,823	22.8	.....	77.2
West South Central	1917	2,837	1,479	8	1,350	52.1	0.3	47.6
	1912	2,489	814	(2)	1,675	32.7	.....	67.3
	1907	1,816	454	(2)	1,362	25.0	.....	75.0
Mountain	1917	1,668	1,292	1	375	77.4	0.1	22.5
	1912	1,519	1,045	(2)	474	68.9	.....	31.1
	1907	1,030	391	(2)	639	37.9	.....	62.1
Pacific	1917	8,936	8,120	278	538	90.9	3.1	6.0
	1912	7,952	6,727	(2)	1,225	84.6	.....	15.4
	1907	6,192	4,803	(2)	1,389	77.6	.....	22.4

[1] Not including cars without brakes: 1917, 891; 1912, 352. [2] Included with air brakes.

The group with power brakes other than air brakes includes many manual brakes of the Peacock or other type, many of which, as reported by the companies, are included in the group designated as "Hand brakes exclusively." The components of the group "Other power brakes," 1,796 in number, are the following: Electric brakes, 106; magnetic brakes, 273; track or rail brakes, 425; hydraulic brakes, 32; vacuum brakes, 11; manual power brakes of the Peacock or other type, foot drum, etc., 884; and others, including those not specifying kind, 65.

Electric locomotives.—There were 874 electric locomotives reported in 1917 by all roads and systems, as compared with 618 in 1912. These figures include the electrified divisions of steam roads, the electrified steam-railroad tunnels, and the three freight and ore roads before referred to, namely: The Chicago Tunnel Co., the Bingham Central Railway, of Utah, and the Alaska-Gastineau road. The classified electric railways reported 357 electric locomotives in 1917, as compared with 277 in 1912 and 117 in 1907.

Table 28 gives statistics of electric locomotives for electric railways, 1917, 1912, and 1907, and for all roads and systems for 1917 and 1912.

Table 28

Division.	Census year.	Electric locomotives—all roads and systems: 1917 and 1912; electric railways: 1907.				
		Total.	Electric railways.	Steam roads.		Other.
				Electrified divisions.	Tunnel haulage.	
United States	1917	874	357	345	36	[1] 136
	1912	618	277	189	30	122
	1907	.....	117	.....	.....	.....
New England	1917	28	21	.....	7	.....
	1912	27	22	.....	5	.....
	1907	.....	15	.....	.....	.....
Middle Atlantic	1917	279	38	241	.....	.....
	1912	219	39	180	.....	.....
	1907	.....	19	.....	.....	.....
East North Central	1917	207	61	4	16	126
	1912	189	56	4	12	117
	1907	.....	21	.....	.....	.....
West North Central	1917	51	51	.....	.....	.....
	1912	32	32	.....	.....	.....
	1907	.....	10	.....	.....	.....
South Atlantic	1917	45	22	14	9	.....
	1912	22	11	2	9	.....
	1907	.....	3	.....	.....	.....
East South Central	1917	6	6	.....	.....	.....
	1912	3	3	.....	.....	.....
	1907	.....	2	.....	.....	.....
West South Central	1917	8	6	2	.....	.....
	1912	5	5	.....	.....	.....
	1907	.....	1	.....	.....	.....
Mountain	1917	101	22	74	.....	5
	1912	15	10	.....	.....	5
	1907	.....	5	.....	.....	.....
Pacific	1917	149	130	10	4	[1] 5
	1912	106	99	3	4	.....
	1907	.....	41	.....	.....	.....

[1] Includes 5 located in Alaska.

The large number of electric locomotives of the Middle Atlantic division are in use chiefly in connection with the electrified New York City terminals of the New York Central, New York, New Haven & Hartford, and the Pennsylvania Railroad systems. The 36 credited to tunnel haulage are those of the Hoosac (Mass.) tunnel, the Detroit and St. Clair (Mich.) tunnels, the Baltimore (Md.) tunnel, and the Cascade (Wash.) tunnel.

Track and rolling stock of companies classified according to income from railway operations.—Table 29 shows the comparative statistics for track and rolling stock for the three classified groups based upon income from railway operations, namely, classes A, B, and C, and presents, for the various items, the per cent distribution with respect to these groups for 1917, 1912, and 1907.

Table 29

TRACK AND ROLLING STOCK—COMPANIES CLASSIFIED ACCORDING TO INCOME FROM RAILWAY OPERATIONS.

	1917	1912	1907	Per cent of total. 1917	1912	1907
Number of operating companies	943	975	945	100.0	100.0	100.0
Track.						
Miles of track	44,835.37	41,064.82	34,403.56	100.0	100.0	100.0
Electric	44,676.51	40,808.39	34,059.69	100.0	100.0	100.0
Overhead trolley	[1] 42,490.71	38,958.06	32,501.71	100.0	100.0	100.0
Other electric	[1] 2,187.98	1,850.33	1,557.98	100.0	100.0	100.0
All other	158.86	256.43	343.87	100.0	100.0	100.0
By ownership:						
Owned	36,804.76	33,416.86	27,480.65	100.0	100.0	100.0
Leased (including trackage rights from steam railroad companies)	8,030.61	7,647.96	6,922.91	100.0	100.0	100.0
Operated under trackage rights	1,210.07	1,051.19	692.28	100.0	100.0	100.0
By location:						
City and suburban	26,737.75	24,699.02	(2)	100.0	100.0	.....
Interurban	18,097.62	16,365.80	(2)	100.0	100.0	.....
On public thoroughfares	26,284.53	25,921.90	(2)	100.0	.....	.....
On private right of way (including elevated structures, subways, and tunnels)	18,550.84	15,142.92	(2)	100.0	.....	.....
Rolling stock.						
Cars	102,603	94,016	83,641	100.0	100.0	100.0
Passenger	79,914	76,162	70,016	100.0	100.0	100.0
All other	22,689	17,854	13,625	100.0	100.0	100.0
Electric locomotives	357	277	117	100.0	100.0	100.0
CLASS A.—OVER $1,000,000.						
Number of operating companies	114	91	77	12.1	9.3	8.1
Track.						
Miles of track	26,064.85	21,305.99	15,564.34	58.1	51.9	45.2
Electric	26,019.31	21,212.84	15,394.00	58.2	52.0	45.2
Overhead trolley	24,394.01	20,074.35	14,487.11	57.4	51.5	44.6
Other electric	1,625.30	1,138.49	906.89	74.3	61.5	58.2
All other	45.54	93.15	170.34	28.6	36.3	49.5
By ownership:						
Owned	19,079.86	15,170.72	10,119.09	51.8	45.4	36.8
Leased (including trackage rights from steam railroad companies)	6,984.99	6,135.27	5,445.25	87.0	80.2	78.7
Operated under trackage rights	407.60	370.33	198.33	33.7	35.2	28.6
By location:						
City and suburban	18,282.43	15,629.37	(2)	68.4	63.3	.....
Interurban	7,782.42	5,676.62	(2)	43.0	34.7	.....
On public thoroughfares	16,778.61	(2)	(2)	63.8	.....	.....
On private right of way (including elevated structures, subways, and tunnels)	9,286.24	(2)	(2)	50.1	.....	.....
Rolling stock.						
Cars	77,748	67,168	55,692	75.8	71.4	66.6
Passenger	62,186	56,704	49,004	77.8	74.5	70.0
All other	15,562	10,464	6,688	68.6	58.6	49.1
Electric locomotives	187	119	22	52.4	43.0	18.8

TRACK AND ROLLING STOCK—COMPANIES CLASSIFIED ACCORDING TO INCOME FROM RAILWAY OPERATIONS.

	1917	1912	1907	Per cent of total. 1917	1912	1907
CLASS B.—OVER $250,000 TO $1,000,000.						
Number of operating companies	179	155	132	19.0	15.9	14.0
Track.						
Miles of track	10,258.75	9,652.09	8,396.00	22.9	23.5	24.4
Electric	10,241.34	9,613.74	8,378.92	22.9	23.6	24.6
Overhead trolley	[1] 9,777.02	9,080.52	7,969.61	23.0	23.3	24.5
Other electric	[1] 466.50	533.22	409.31	21.3	28.8	26.2
All other	17.41	38.35	17.08	11.0	15.0	5.0
By ownership:						
Owned	9,498.62	8,545.22	7,421.84	25.8	25.6	27.0
Leased (including trackage rights from steam railroad companies)	760.13	1,106.87	974.16	9.5	14.5	14.1
Operated under trackage rights	395.19	305.08	151.52	32.7	29.0	21.9
By location:						
City and suburban	4,371.86	4,400.03	(2)	16.3	17.8	.....
Interurban	5,886.89	5,252.06	(2)	32.5	32.1	.....
On public thoroughfares	4,854.57	(2)	(2)	18.5	.....	.....
On private right of way (including elevated structures, subways, and tunnels)	5,404.18	(2)	(2)	29.1	.....	.....
Rolling stock.						
Cars	14,569	14,442	14,323	14.2	15.4	17.1
Passenger	10,163	10,497	10,675	12.7	13.8	15.2
All other	4,406	3,945	3,648	19.4	22.1	26.8
Electric locomotives	101	75	52	28.3	27.0	44.4
CLASS C.—$250,000 AND LESS.						
Number of operating companies	650	729	736	68.9	74.8	77.9
Track.						
Miles of track	8,511.77	10,106.74	10,443.22	19.0	24.6	30.4
Electric	8,415.86	9,981.81	10,286.77	18.9	24.4	30.2
Overhead trolley	8,319.68	9,803.19	10,044.99	19.6	25.2	30.9
Other electric	96.18	178.62	241.78	4.4	9.7	15.6
All other	95.91	124.93	156.45	60.4	48.7	45.5
By ownership:						
Owned	8,226.28	9,700.92	9,939.72	22.4	29.0	36.2
Leased (including trackage rights from steam railroad companies)	285.49	405.82	503.50	3.5	5.3	7.2
Operated under trackage rights	407.28	375.78	342.43	33.6	35.8	49.5
By location:						
City and suburban	4,083.46	4,669.62	(2)	15.3	18.9	.....
Interurban	4,428.31	5,437.12	(2)	24.5	33.2	.....
On public thoroughfares	4,651.35	(2)	(2)	17.7	.....	.....
On private right of way (including elevated structures, subways, and tunnels)	3,860.42	(2)	(2)	20.8	.....	.....
Rolling stock.						
Cars	10,286	12,406	13,626	10.0	13.2	16.3
Passenger	7,565	8,961	10,337	9.5	11.7	14.8
All other	2,721	3,445	3,289	12.0	19.3	24.1
Electric locomotives	69	83	43	19.3	30.0	36.8

[1] Includes 2.18 miles of track operated by both overhead trolley and third rail.

[2] Figures not available.

Track and rolling stock of companies classified as "Elevated and subway" and "Surface."—A similar presentation of track and rolling-stock statistics is given in Table 30 for the roads operating primarily elevated or subway systems and the surface or all other roads, the mixed elevated, subway, and surface systems of Boston and Philadelphia being included in the surface class. The elevated and subway roads operate in highly congested districts. The car equipment of this group is relatively large, averaging 10.2 cars per mile of track in 1917, 11 in 1912, and 10.6 in 1907, as compared with 2.2, 2.2, and 2.3, respectively, for all other lines.

Table 30 — TRACK AND ROLLING STOCK—"ELEVATED AND SUBWAY" AND "SURFACE" GROUPS OF COMPANIES.[1]

	Total.			Elevated and subway.[2]			Surface.			Per cent of increase.[3]					
										Total.		Elevated and subway.		Surface.	
	1917	1912	1907	1917	1912	1907	1917	1912	1907	1912–1917	1907–1912	1912–1917	1907–1912	1912–1917	1907–1912
Number of companies	943	975	945	7	7	6	936	968	939	.....	.....	.....	.....	.....	.....
Miles of track	44,835.37	41,064.82	34,408.56	666.11	517.81	420.40	44,169.26	40,547.01	33,988.16	9.2	19.4	28.6	23.2	8.9	19.3
Electric	44,676.51	40,908.39	34,059.69	666.11	517.81	420.40	44,010.40	40,390.58	33,639.29	9.5	19.8	28.6	23.2	9.2	19.8
Overhead trolley	[4] 42,490.71	38,958.06	32,501.71	31.48	44.58	25.89	[4] 42,459.23	38,913.48	32,475.82	9.1	19.9	.....	.....	9.1	19.8
Other electric	[4] 2,187.98	1,950.33	1,557.98	[5] 634.63	[5] 473.23	[5] 394.51	[4] 1,553.35	1,377.10	1,163.47	12.2	18.8	34.1	20.0	12.8	18.4
All other	158.86	256.43	343.87	.....	.....	.....	158.86	256.43	343.87	−38.0	−25.4	.....	.....	−38.0	−25.4
Rolling stock:															
Cars	102,608	94,016	83,641	6,801	5,706	4,453	95,802	88,310	79,188	9.1	12.4	19.2	28.1	8.5	11.5
Passenger	79,914	76,162	70,016	6,613	5,524	4,320	73,301	70,638	65,696	4.9	8.8	19.7	27.9	3.8	7.5
All other	22,689	17,854	13,625	188	182	132	22,501	17,672	13,492	27.1	31.0	3.3	37.9	27.3	31.0
Electric locomotives	357	277	117	.....	.....	.....	357	277	117	28.9	136.8	.....	.....	28.9	136.8

[1] The group classification involves all tracks of the companies assigned according to the principal class of track, the "Elevated and subway" group including a minor amount of surface tracks and the "Surface" or all other groups some elevated and subway trackage.
[2] Exclusive of the mixed elevated, subway, and surface systems of Boston, Mass., and Philadelphia, Pa., which are included in the "Surface" group.
[3] A minus sign (−) denotes decrease; percentage not computed when base is less than 100.
[4] Includes 2.18 miles operated both by overhead trolley and third rail.
[5] Third rail.

CHAPTER IV.—POWER EQUIPMENT, OUTPUT OF STATIONS, AND FUEL.

Power statistics.—The power installations of all companies covered by the census of electrical industries for 1917 represent a primary power rating of 17,425,580 horsepower with 12,069,054 kilowatt of dynamo capacity. This includes the electric light and power stations, the electric railways, and the electrified divisions of the steam roads, including the electrified tunnels, etc. These figures are comparable with 11,385,385 horsepower and 7,828,591 kilowatt capacity in 1912, and show an increase of 53.1 per cent in primary power and 54.2 per cent in dynamo capacity.

Table 31 presents comparative statistics for 1917 and 1912.

Table 31

	Census year.	POWER STATISTICS FOR ALL ELECTRIC TRACTION SYSTEMS AND CENTRAL ELECTRIC STATIONS: 1917 AND 1912.			
		Total.	Electric railways.	Electrified divisions of steam roads, electrified tunnels, etc.	Central electric stations.
Total horsepower	1917	17,425,580	4,200,192	288,633	12,936,755
	1912	11,385,385	3,661,385	193,956	7,530,044
Steam engines and steam turbines:					
Number	1917	9,318	1,741	90	7,487
	1912	10,172	2,258	67	7,847
Horsepower	1917	12,269,358	3,543,915	276,367	8,449,076
	1912	8,301,622	3,165,888	185,956	4,949,778
Internal-combustion engines:					
Number	1917	2,987	53	.....	2,934
	1912	1,164	48	.....	1,116
Horsepower	1917	238,700	28,294	.....	210,406
	1912	135,225	24,190	.....	111,035
Water wheels and turbines:					
Number	1917	3,695	316	5	3,374
	1912	3,325	383	3	2,939
Horsepower	1917	4,917,522	627,968	12,266	4,277,273
	1912	2,948,538	471,307	8,000	2,469,231
Kilowatt capacity of dynamos	1917	12,069,054	2,924,779	149,868	8,994,407
	1912	7,828,591	2,505,316	157,836	5,165,439
Direct current	1917	980,481	532,036	11,758	436,687
	1912	1,254,205	767,125	10,840	476,240
Alternating current	1917	11,088,573	2,392,743	138,110	8,557,720
	1912	6,574,386	1,738,191	146,996	4,689,199
Output of stations—kilowatt hours	1917	33,240,589,668	7,240,502,789	561,783,607	25,438,303,272
	1912	17,858,890,026	6,002,659,036	287,121,105	11,569,109,885

The combined power statistics for the electric railways and the electric light and power stations are given in Table 32 for 1917, 1912, and 1907, by geographic divisions. This presentation does not include the electrified divisions of the steam roads, etc., but only the reports that constituted the electric railway and electric light and power industries.

COMPARATIVE SUMMARY—ELECTRIC RAILWAYS AND CENTRAL ELECTRIC STATIONS COMBINED—PRIMARY POWER, DYNAMO CAPACITY, AND OUTPUT OF STATIONS, BY GEOGRAPHIC DIVISIONS: 1917, 1912, AND 1907.

Table 32

DIVISION.	Census year.	PRIMARY POWER.							KILOWATT CAPACITY OF DYNAMOS.			Output of stations, kilowatt hours.
		Total horsepower.	Steam engines and steam turbines.		Internal-combustion engines.		Water wheels and turbines.		Total.	Direct current.	Alternating current.	
			Number.	Horsepower.	Number.	Horsepower.	Number.	Horsepower.				
United States	1917	17,136,947	9,228	11,992,991	2,987	238,709	3,690	4,905,256	11,919,186	968,723	10,950,463	32,678,806,061
	1912	11,191,429	10,105	8,115,666	1,164	135,225	3,322	2,940,538	7,670,755	1,243,365	6,427,390	17,571,768,921
	1907	6,618,911	11,422	5,104,800	504	72,163	2,709	1,441,048	4,432,641	1,428,954	3,003,687	10,621,406,537
New England	1917	1,788,740	755	1,388,712	47	5,605	616	394,423	1,272,322	160,837	1,111,485	2,642,446,330
	1912	1,157,132	885	903,604	55	10,017	572	243,511	820,628	210,017	610,611	1,541,921,385
	1907	718,499	1,126	566,829	39	6,823	520	144,847	501,427	240,673	260,754	1,015,385,019
Middle Atlantic	1917	4,430,374	1,580	3,508,290	190	31,819	602	890,265	3,069,676	258,521	2,811,155	9,331,673,441
	1912	2,991,020	1,961	2,291,573	192	33,939	595	665,508	2,047,134	340,876	1,706,258	5,371,253,169
	1907	1,927,114	2,478	1,561,260	118	17,137	532	348,717	1,338,048	449,593	888,455	3,679,460,449
East North Central	1917	3,866,479	2,280	3,363,517	457	31,883	799	471,079	2,743,769	247,916	2,495,853	7,532,355,405
	1912	2,515,706	2,627	2,183,091	224	26,710	703	305,905	1,784,368	342,488	1,441,880	3,995,158,144
	1907	1,473,949	3,137	1,318,501	123	12,725	610	142,723	976,419	371,929	604,490	2,343,163,832
West North Central	1917	1,503,933	1,548	1,080,850	1,383	77,414	317	345,669	1,077,751	97,767	979,984	2,454,144,127
	1912	929,220	1,513	766,922	424	29,578	272	132,720	641,343	113,222	528,121	1,209,359,546
	1907	577,054	1,538	468,027	97	7,336	200	101,691	379,206	113,895	265,311	786,641,429

COMPARATIVE SUMMARY—ELECTRIC RAILWAYS AND CENTRAL ELECTRIC STATIONS COMBINED—PRIMARY POWER, DYNAMO CAPACITY, AND OUTPUT OF STATIONS, BY GEOGRAPHIC DIVISIONS: 1917, 1912, AND 1907—Con.

Table 32—Continued.		PRIMARY POWER.							KILOWATT CAPACITY OF DYNAMOS.			
DIVISION.	Census year.	Total horsepower.	Steam engines and steam turbines.		Internal-combustion engines.		Water wheels and turbines.		Total.	Direct current.	Alternating current.	Output of stations, kilowatt hours.
			Number.	Horsepower.	Number.	Horsepower.	Number.	Horsepower.				
South Atlantic	1917	1,675,063	960	921,496	152	23,212	417	730,355	1,119,602	64,170	1,055,432	2,587,663,188
	1912	1,004,038	945	587,888	60	11,373	395	404,777	682,325	79,616	602,709	1,074,027,912
	1907	552,496	950	374,427	31	6,520	266	171,549	367,195	89,764	277,431	643,771,881
East South Central	1917	666,725	634	427,152	119	4,680	81	234,893	476,037	47,924	428,113	1,252,280,629
	1912	354,338	616	315,628	13	1,080	47	37,630	241,347	48,286	193,061	476,150,487
	1907	218,799	608	210,492	3	60	29	8,247	147,736	43,924	103,812	298,426,946
West South Central	1917	494,454	851	438,461	474	48,732	41	7,261	352,371	46,502	305,869	788,185,132
	1912	344,799	990	318,767	153	17,354	35	8,678	242,617	48,608	194,009	425,302,675
	1907	206,089	813	199,287	59	3,690	24	3,062	136,856	51,604	85,252	258,425,302
Mountain	1917	861,222	324	228,287	128	11,940	371	620,995	574,432	13,909	560,523	2,135,949,169
	1912	516,451	308	179,217	20	2,695	310	334,539	317,176	17,089	300,087	980,641,612
	1907	261,597	337	112,244	13	855	231	148,498	175,220	22,677	152,543	446,471,639
Pacific	1917	1,849,957	296	636,226	42	3,415	446	1,210,316	1,233,226	31,177	1,202,049	3,954,108,630
	1912	1,378,725	365	568,976	23	2,479	408	807,270	893,817	43,163	850,654	2,497,953,991
	1907	682,464	440	293,733	21	17,017	297	371,714	410,534	44,895	365,639	1,149,660,340

Comparative statistics for power-plant equipment, 1917, 1912, and 1907, are given in Table 33, the data including idle equipment. In 1917, 30 companies reported equipment idle, power being purchased, and in 1912, 31 companies, and in 1907, 37 companies.

Table 33	ELECTRIC RAILWAYS—POWER-PLANT EQUIPMENT AND OUTPUT OF STATIONS.					
	1917	1912	1907	Per cent of increase.[1]		
				1907-1917	1912-1917	1907-1912
Number of operating companies	943	975	945	.....	.....	.....
Number of companies with power-plant equipment	355	494	576	.....	.....	.....
Primary power:						
Number of units	2,110	2,689	[2]3,637	−42.0	−21.5	−26.1
Horsepower	4,200,192	3,661,385	[2]2,519,823	66.7	14.7	45.3
Steam power—						
Number of units	1,741	2,258	[2]3,368	−48.3	−22.9	−33.0
Horsepower	3,543,915	3,165,888	[2]2,411,527	47.0	11.9	31.3
Turbines—						
Number	564	462	252	123.8	22.1	83.3
Horsepower	2,322,692	1,462,800	535,404	333.8	58.8	173.2
Engines, not turbines—						
Number	1,177	1,796	[2]3,116	−62.2	−34.5	−42.4
Horsepower	1,221,223	1,703,088	[2]1,876,123	−34.9	−28.3	−9.2
Internal-combustion engines—						
Number	53	48	41	.....	.....	.....
Horsepower	28,294	24,190	16,335	73.2	17.0	48.1
Water wheels and turbines—						
Number	316	388	228	38.6	−17.5	68.0
Horsepower	627,963	471,307	91,961	582.9	33.2	412.5
Dynamos:						
Number	2,080	2,791	3,124	−33.4	−25.5	−10.7
Kilowatt capacity	2,924,779	2,505,316	1,723,416	69.7	16.7	45.4
Direct current—						
Number	982	1,636	2,192	−55.2	−40.0	−25.4
Kilowatt capacity	532,086	767,125	941,502	−43.5	−30.6	−18.5
Alternating and polyphase current—						
Number	1,098	1,155	932	17.8	−4.9	23.9
Kilowatt capacity	2,392,743	1,738,191	781,914	206.0	37.7	122.3
Subsidiary equipment:						
Rotary converters and motor generator sets—						
Number	3,389	2,840	1,862	82.0	19.3	52.5
Kilowatt capacity	2,339,333	1,637,260	942,232	148.3	42.9	73.8
Boosters—						
Number	138	133	134	3.0	−24.6	36.6
Kilowatt capacity	26,517	24,807	17,046	55.6	6.9	45.5
Transformers—						
Number	9,227	8,436	5,274	75.0	9.4	60.0
Kilowatt capacity	3,136,987	2,357,397	1,138,161	176.8	33.1	108.0
Auxiliary generators—						
Number	180	144	311	−42.1	25.0	−53.7
Kilowatt capacity	21,648	12,227	19,152	13.0	77.1	−36.2
Storage battery cells—						
Number	19,373	(3)	(3)	.....	.....	.....
Ampere hours	136,603	(3)	(3)	.....	.....	.....
Output of stations and energy purchased, kilowatt hours	12,187,850,831	9,020,017,789	(3)	.....	35.1	.....
Generated	7,240,502,789	6,002,659,036	4,789,130,100	52.1	20.6	26.1
Purchased	4,947,348,042	3,017,358,753	(3)	.....	64.0	.....

[1] A minus sign (−) denotes decrease; percentage not computed when base is less than 100.
[2] Includes 857 units of 43,344 horsepower reported as auxiliary engines.
[3] Figures not available.

The presentation in the preceding table includes the number, kind, and rated capacity of the primary power units and the electric generators or dynamos, and the information concerning subsidiary apparatus as reported—rotary converters and motor generator sets, boosters, transformers, auxiliary generators, and storage batteries—also the statistics for kilowatt hours of energy generated and purchased, and percentages of increase for the census periods.

In 1902 there were 577 companies with primary power installations, aggregating 1,359,285 horsepower, of which 1,308,207 was steam power, 49,153 water power, and 1,925 gas and oil engines; and dynamos of 898,362 kilowatt capacity, with 2,261,484,397 kilowatt hours output of stations.

There has been a marked increase in the size of power units, as shown by the average indicated capacity per unit for the various types of engines and generators given in Table 34, which also gives the per cent distribution of power, by kind, for the three census years. A marked feature is the growth in steam turbines and in alternating and polyphase current dynamos.

Table 34

	PER CENT DISTRIBUTION OF POWER-PLANT EQUIPMENT BY KIND, AND AVERAGE CAPACITY PER UNIT.		
	1917	1912	1907
PER CENT DISTRIBUTION OF CAPACITY.			
Primary power	100.0	100.0	100.0
Steam power	84.4	86.5	95.7
Turbines	55.3	40.0	21.2
Engines, not turbines	29.1	46.5	74.5
Internal-combustion engines	0.7	0.6	0.6
Water wheels and turbines	14.9	12.9	3.7
Dynamos	100.0	100.0	100.0
Direct current	18.2	30.6	54.6
Alternating and polyphase current	81.8	69.4	45.4
AVERAGE INDICATED CAPACITY PER UNIT.			
Primary power, all units (horsepower)	1,991	1,362	693
Steam power	2,036	1,422	716
Turbines	4,118	3,166	2,125
Engines, not turbines	1,038	948	602
Internal-combustion engines	534	504	398
Water wheels and turbines	1,987	1,231	408
Dynamos (kilowatts)	1,406	898	552
Direct current	542	469	430
Alternating and polyphase current	2,179	1,505	839
Rotary converters and motor generator sets (kilowatts)	690	576	506
Transformers (kilowatts)	340	279	215

Table 35

PRIMARY POWER MACHINES, NUMBER, KIND, AND HORSEPOWER: 1917, 1912, AND 1907.

	Census year.	Number of units.	Total horsepower.	Power units grouped according to horsepower.								Per cent of increase in horsepower.[1]				
				500 horsepower or under.		Over 500 and under 2,000 horsepower.		2,000 and under 5,000 horsepower.		5,000 horsepower and over.		Total horsepower.	Power units.			
				Number.	Horsepower.	Number.	Horsepower.	Number.	Horsepower.	Number.	Horsepower.		500 horsepower or under.	Over 500 and under 2,000 horsepower.	2,000 and under 5,000 horsepower.	5,000 horsepower and over.
Total	1917	2,110	4,200,192	717	193,539	846	887,905	345	989,093	202	2,129,655	14.7	−41.7	−15.0	3.0	60.8
	1912	2,689	3,661,385	1,159	332,174	1,036	1,044,535	346	960,261	148	1,324,395	45.3	−28.4	11.9	37.2	213.7
	1907	[2] 3,637	[2] 2,519,823	[2] 2,348	[2] 464,217	970	933,480	250	699,926	69	422,200	.....	.....	.....	.....	.....
Steam power	1917	1,741	3,543,915	568	156,368	706	741,699	299	857,093	168	1,788,755	11.9	−42.4	−18.7	−1.6	61.1
	1912	2,258	3,165,888	922	271,692	904	912,720	312	871,281	120	1,110,195	31.3	−35.8	4.3	26.0	163.0
	1907	[2] 3,368	[2] 2,411,527	[2] 2,142	[2] 423,019	910	874,682	247	691,626	69	422,200	.....	.....	.....	.....	.....
Turbines	1917	564	2,322,692	46	9,901	204	231,200	172	505,086	142	1,576,505	58.8	19.8	6.0	15.2	97.6
	1912	462	1,462,800	33	8,264	203	218,169	145	438,422	81	797,945	173.2	118.2	82.9	88.1	345.3
	1907	252	535,404	23	3,788	121	119,278	85	233,138	23	179,200	.....	.....	.....	.....	.....
Engines, not turbines	1917	1,177	1,221,223	522	146,467	502	510,499	127	352,007	26	212,250	−28.3	−44.4	−26.5	−18.7	−32.0
	1912	1,796	1,703,088	889	263,428	701	694,551	167	432,859	39	312,250	−9.2	−37.2	−8.1	−5.6	28.5
	1907	[2] 3,116	[2] 1,876,123	[2] 2,119	[2] 419,231	789	755,404	162	458,488	46	243,000	.....	.....	.....	.....	.....
Internal-combustion engines	1917	53	28,294	35	8,144	15	13,150	3	7,000	.....	.....	17.0	−2.9	49.9	.....	.....
	1912	48	24,190	32	8,390	13	8,800	3	7,000	.....	.....	48.1	−0.5	203.4	40.0	.....
	1907	41	16,335	34	8,435	5	2,900	2	5,000	.....	.....	.....	.....	.....	.....	.....
Water wheels and turbines	1917	316	627,962	114	29,027	125	133,056	43	125,000	34	340,900	33.2	−44.3	8.2	52.4	59.2
	1912	383	471,307	205	52,092	119	123,015	31	82,000	28	214,200	412.5	59.0	120.1	.....	.....
	1907	228	91,961	172	32,763	55	55,898	1	3,300	.....	.....	.....	.....	.....	.....	.....

[1] A minus sign (−) denotes decrease.

[2] Includes 857 units of 43,344 horsepower reported as auxiliary engines.

Table 35 shows for 1917, 1912, and 1907 the number of power units and horsepower of the primary power machines by power groups, with percentages of increase for the intervening periods.

In 1917, 74.3 per cent of the power was in units of 2,000 horsepower and over and 50.7 per cent in units of 5,000 horsepower and over, as compared with 62.4 per cent and 36.2 per cent, respectively, in 1912, and

44.5 per cent and 16.8 per cent in 1907. The 355 power plants include 334 with steam power, 53 with water power, and 26 with internal-combustion engines. In 1912 there were 479 with steam power, 53 with water power, and 18 with internal-combustion engines. A number of plants have mixed equipment, steam and water, or steam and internal-combustion engines, one ordinarily being a reserve power.

The power statistics, including output of stations for all companies, classified according to income from railway operations (classes A, B, and C), are given in Table 36 for 1917, 1912, and 1907.

Table 36 — POWER AND OUTPUT OF STATIONS FOR COMPANIES CLASSIFIED ACCORDING TO INCOME FROM RAILWAY OPERATIONS: 1917, 1912, AND 1907.

Classification group.	Number of operating companies.	Number of companies with power plants.	Primary horsepower.				Dynamos—Kilowatt capacity.			Output of stations—Kilowatt hours.
			Total.	Steam engines and turbines.	Internal-combustion engines.	Water wheels and turbines.	Total.	Direct current.	Alternating and polyphase current.	
Total:										
1917	943	355	4,200,192	3,543,915	28,294	627,983	2,924,779	532,036	2,392,743	7,240,502,789
1912	975	494	3,661,385	3,165,888	24,190	471,307	2,505,316	767,125	1,738,191	6,002,659,086
1907	945	576	2,476,479	2,368,183	16,335	91,961	1,723,416	941,502	781,914	4,759,130,100
Class A—Over $1,000,000:										
1917	114	77	3,086,541	2,687,097	8,000	391,444	2,161,120	366,797	1,794,323	5,597,417,708
1912	91	81	2,569,456	2,284,977	6,790	277,689	1,737,230	494,917	1,242,313	3,509,028,314
1907	77	(1)	1,596,880	1,577,444	5,740	13,696	1,096,101	607,191	488,910	3,491,488,244
Class B—Over $250,000 to $1,000,000:										
1917	179	92	726,612	551,429	11,970	163,213	495,964	93,515	402,449	1,132,927,549
1912	155	100	595,892	474,198	8,290	113,404	416,959	137,157	279,802	945,257,949
1907	132	(1)	382,514	360,844	1,650	20,020	268,659	140,364	128,295	662,994,538
Class C—$250,000 and less:										
1917	650	186	387,039	305,389	8,324	73,326	267,695	71,724	195,971	510,157,534
1912	729	313	496,037	406,713	9,110	80,214	351,127	135,051	216,076	1,548,372,773
1907	736	(1)	497,085	429,895	8,945	58,245	358,656	193,947	164,709	604,652,318

[1] Figures not available.

The primary power statistics for all companies, by geographic divisions and states, Hawaii and Porto Rico, 1917, will be found in Table 145 (p. 130); and Table 146 (p. 132) shows the statistics for electric generating and subsidiary equipment, including output of stations and quantity of energy purchased.

The 7,240,502,789 kilowatt hours generated is equal to the output of the entire equipment at rated capacity for an average of 6.8 hours per day for the year. This is comparable with an average of 6.6 hours per day in 1912. More or less energy was purchased in every state except Delaware; and in North Dakota, South Dakota, Idaho, Montana, Nevada, New Mexico, Utah, and Wyoming it was all purchased. The 4,947,348,042 kilowatt hours of energy purchased includes intercompany sales as well as that purchased from central electric power stations; hence the aggregate number of kilowatt hours generated and purchased reported by the electric railways include some duplications, the amount not being determinable. The railway companies paid $42,017,775 for purchased power, which indicates an average cost of 0.85 cent per kilowatt hour, as compared with 0.82 cent in 1912. There is, of course, a very wide range in the cost of electric power. The following table shows the power cost per kilowatt hour for companies of classes A and B (those with income from railway operations in excess of $250,000) that, on the one hand, generated but did not purchase electric power and, on the other hand, those that purchased but did not generate.

Table 37 — ELECTRIC RAILWAYS OF CLASSES A AND B—INCOME FROM RAILWAY OPERATIONS IN EXCESS OF $250,000—(1) ELECTRIC POWER GENERATED, NONE PURCHASED, (2) ELECTRIC POWER PURCHASED, NONE GENERATED, BY GEOGRAPHIC DIVISIONS: 1917.

Division.	Number of companies.	Kilowatt hours.	Power expense.	Per kilowatt hour.
				Cents.
Electric power generated, none purchased	68	1,821,989,382	$12,591,572	0.69
New England	3	37,197,072	627,911	1.69
Middle Atlantic	13	184,009,737	1,878,610	1.02
East North Central	20	401,799,066	3,230,307	0.80
West North Central	7	358,608,165	2,840,695	0.79
South Atlantic	12	409,507,768	1,759,927	0.43
East South Central	4	105,464,778	540,345	0.51
West South Central	6	195,208,999	1,363,392	0.70
Mountain and Pacific	3	130,204,797	350,385	0.27
Electric power purchased, none generated	128	3,053,540,688	25,898,737	0.84
New England	4	42,753,623	604,373	1.41
Middle Atlantic	30	1,161,961,169	10,489,224	0.90
East North Central	15	988,738,620	6,752,988	0.68
West North Central	11	70,877,419	780,678	1.10
South Atlantic	0	134,618,143	971,265	0.72
South Central	4	52,871,480	591,048	1.12
Mountain	16	50,358,391	500,691	0.99
Pacific	48	553,362,643	4,908,480	0.89

For each group the highest average cost is in the New England states. The low cost rates in the Mountain and Pacific divisions and in the South Atlantic for the generating group are due to water powers. The lowest rate cost for the group generating current is less than one-tenth of a cent per kilowatt hour, reported by a company in the state of Washington, and the next, a tenth of a cent, by a company in Georgia. High cost rates are found in New Jersey, Iowa, and Connecticut.

The figures given for power expense for the companies purchasing electric power include superintendence, maintenance, substation employees, etc., as well as the cost of purchased energy. The amount paid for power purchased by the 128 companies purchasing power was $23,744,142, and other power expenses of the said companies amounted to $1,854,595.

The average cost per kilowatt hour for power purchased for the companies included in Table 37 was 0.78 cent, the cost, inclusive of all expenses, being 0.84 cent per kilowatt hour. For the 4 New England companies the average per kilowatt hour for power purchased was 1.36 cents, with a minimum of 0.31 cent and a maximum of 2.25 cents; for the 40 companies of the Middle Atlantic, 0.87 cent, with a range from 0.49 cent to 2.21 cents; for the 35 companies of the East North Central division, 0.62 cent, with a range from 0.45 cent to 1.78 cents; for the 11 companies of the West North Central division, 1.03 cents, with a range from 0.76 cent to 1.39 cents; South Atlantic division, 10 companies, 0.65 cent, with a range from 0.38 cent to 1.22 cents; South Central, 4 companies, 1.07 cents, with a range from 0.7 to 1.27 cents; Mountain division, 6 companies, 0.92 cent, with a range from 0.7 cent to 1.34 cents; and Pacific division, 18 companies, 0.79 cent, with a range from 0.59 cent to 1.37 cents.

On account of the mixed railway and light and power operations of many companies, operating ratios involving cost of electric power can not be deduced from the returns as a whole, but Table 38 presents statistics based upon the reports of 67 companies that neither bought nor sold current in 1917, in comparison with ratios based upon the reports of 130 similar companies in 1912 and 176 in 1907.

Table 38

ELECTRIC RAILWAYS THAT NEITHER BOUGHT NOR SOLD ELECTRIC POWER: MILES OF TRACK, POWER, PASSENGERS CARRIED, AND CAR MILEAGE, 1917, AND OPERATING RATIOS, 1917, 1912, AND 1907.[1]

	Total.	Massachusetts and Connecticut.	New York, New Jersey, and Pennsylvania.	Ohio and Illinois.	All other.[1]
Number of companies	67	9	26	7	25
Miles of running track	2,244.13	244.66	649.90	234.30	1,115.27
Power:					
Primary horsepower	249,488	12,873	48,256	12,700	175,659
Dynamos (kilowatt capacity)	175,968	8,682	32,556	7,725	127,005
Output of stations (kilowatt hours)	358,908,951	22,240,773	75,819,545	21,425,557	239,423,076
Cost of operating power plants	$3,109,477	$346,746	$892,784	$281,121	$1,588,826
Passengers carried:					
Total	598,253,233	30,969,718	122,352,595	32,362,435	412,568,485
Revenue	479,697,454	28,748,635	110,084,089	26,993,694	313,871,086
Transfer	112,663,785	1,283,898	11,300,870	4,969,467	95,109,550
Free	5,891,994	937,185	967,636	399,274	3,587,849
Revenue car mileage:					
Total	88,482,834	5,087,758	19,388,415	6,094,424	58,012,237
Passenger	87,624,118	4,773,959	19,201,038	6,066,891	57,582,230
Express, freight, and mail	858,716	263,799	187,377	27,533	430,007
Operating ratios:					
Kilowatt consumption per car mile—					
1917	4.06	4.41	3.92	3.52	4.13
1912	3.80	3.23	3.37	4.45	2.94
1907	3.26	3.10	3.39	3.08	3.21
Cost of current per kilowatt hour (cents)—					
1917	0.87	1.56	1.18	1.31	0.66
1912	0.55	1.13	0.49	0.63	0.82
1907	0.65	1.13	0.58	0.68	0.72

[1] The states represented, 1917, are: Alabama (1), Colorado (1), Florida (2), Kansas (1), Kentucky (1), Louisiana (2), Maryland (1), Michigan (1), Minnesota (1), Missouri (2), New Hampshire (2), North Carolina (1), Oklahoma (3), Tennessee (2), Texas (3), and Virginia (1). The operating ratios for 1912 are based upon returns for 130 companies, and for 1907, 176 companies.

Ratio deductions are necessarily of a general character and the electric current factor includes that consumed for car lighting and car heating. The companies involved are not in all cases the same for the different censuses, as the selection of each census is based upon the fact that all electric power is generated and none sold.

Fuel.—Table 147 (p. 134) presents statistics of fuel used for power, by kind and quantity, for the geographic divisions and states and for Hawaii and Porto Rico, 1917. In North Dakota, South Dakota, and in the states of the Mountain division, with the exception of Arizona and Colorado, electric energy was all purchased. The fuels include gasoline used in operating motor service cars, as, for example, in North Dakota. It is probable also that fuel used for heating cars is in some cases reported. At the census of 1912 the quantity of fuel consumed was not reported.

Fuel expense as reported in the account "Fuel for power" of the railway operating expense accounts (see Table 158) includes the cost of coal, oil, gas, and other fuel used at the power plants, including cost of transportation, also the cost of gasoline or other fuel used in operating motor service cars. The cost of fuel for heating cars is a car service expense and is included under "Miscellaneous transportation expenses" of the accounts for conducting transportation.

The expense reported for fuel for power—$30,167,325—can not be taken as representing the entire fuel cost, for a greater or less amount of fuel expense (an

indeterminate amount) is included in the power account entitled "Other operations," aggregating $1,146,468. In a number of cases where a light and power department is operated in conjunction with an electric railway, the operating expense accounts were confined to railway expenses, the expenses for the light and power department not being included in the primary expense account and cleared through credit entries, but were reported as an aggregate expense for auxiliary operations. In these cases the portion of the power operating expense chargeable to railway operations was reported as an aggregate and is included in the debit account "Other operations" under "Power," while the portion chargeable to auxiliary operations is included in the amount reported therefor.

Table 39 gives the figures for cost of fuel as reported by geographic divisions for 1917, 1912, and 1907, but they are to be taken in the light of the foregoing.

Table 39

	COST OF FUEL FOR POWER.		
	1917	1912	1907
United States	$30,167,325	$20,016,923	$21,058,259
New England	5,514,955	3,194,864	3,006,561
Middle Atlantic	7,447,237	6,608,815	6,729,182
East North Central	8,935,170	5,223,268	5,654,624
West North Central	3,928,808	2,099,604	1,646,897
South Atlantic	1,709,649	935,914	1,619,051
East South Central	895,204	738,135	883,323
West South Central	1,209,172	855,008	745,278
Mountain	318,265	279,355	226,372
Pacific	208,865	86,960	576,971

Table 40 shows in general the fuel cost per unit of electric energy. It is confined to states without water powers operated by the railway companies and includes only companies that furnished segregated power accounts and reported the expense of fuel for power.

Table 40

STATES WITHOUT WATER POWER GENERATING PLANTS—ENGINES EXCLUSIVELY—AND REPORTING OVER 10,000,000 KILOWATT HOURS OUTPUT OF STATIONS: 1917.

STATE.	Cost of fuel for power.	Fuel used.					Output of stations—Kilowatt hours.	Average cost of fuel per kilowatt hour.
		Bituminous coal (tons 2,000 pounds).	Anthracite coal (tons 2,240 pounds).	Coke (tons 2,000 pounds).	Oil, including gasoline (barrels).	Gas (1,000 cubic feet).		
								Cents.
New Jersey	$268,880	56,893					22,896,276	1.12
Indiana	1,583,115	[1] 790,033	526				288,205,284	0.55
Kansas	143,992	54,221				295,444	21,677,157	0.66
Missouri	1,816,981	577,352		3,156	361,206	4,393	300,968,152	0.60
Nebraska	386,591	89,583		1,568	9,418		49,261,514	0.79
Delaware, Maryland, and District of Columbia	1,051,867	223,994	1,047				125,412,872	0.80
West Virginia	301,315	122,442	50			1,094,918	86,860,542	0.35
Alabama	72,608	54,286					21,503,940	0.34
Kentucky	273,557	122,123				301,454	71,257,192	0.38
Mississippi [2]	173,828	45,609				21	16,970,022	1.02
Tennessee	347,217	171,423			102		90,582,359	0.38
Arkansas	187,889	17,945			1,760	1,198,394	33,080,677	0.57
Louisiana	691,596	141,458			966	222,184	129,663,900	0.53
Oklahoma	97,599	1,350			16,910	569,069	16,234,248	0.60
Texas	232,005	15,440			264,013	43,482	52,189,813	0.44
California	94,144				87,031		12,248,329	0.77

[1] Includes 6,824 tons used for steam heat.

[2] Not including companies using wood.

CHAPTER V.—TRAFFIC.

Passengers, car mileage, and car hours.—The fundamental traffic statistics are given in Table 148 (p. 136) for 1917, 1912, and 1907, by geographic divisions and states, and for Hawaii and Porto Rico for 1917 and 1907. The table shows the miles of track operated, the number of passengers carried, revenue car mileage, revenue car hours, and passenger ratios per mile of track, per car mile, and per car hour.

The state totals are the aggregates for the companies credited to the respective states, regardless of whether the operated track includes some outside the state. The mileage of track within each state is shown in Table 16. Car mileage is given for all companies and car hours for 88.7 per cent of the companies in 1917, 92.2 per cent in 1912, and 77.7 per cent in 1907. On the basis of revenue passengers the companies reporting car hours represent 94.5 per cent of the traffic in 1917, 95.1 per cent in 1912, and 86 per cent in 1907.

The ratios per mile of track are based upon running track for 1917, and do not include the factor of car-house and storage-yard trackage. For the censuses of 1912 and 1907, however, the ratios are based upon total operated track, as tracks in car houses and storage yards were not reported separately, but were combined with sidings and turnouts. The difference in track base does not greatly affect the comparability of the ratios. Computed on the basis of all track, the average number of revenue passengers per mile of track was 252,323, comparable with 232,556 in 1912 and 216,522 in 1907. On the basis of running track, which excludes car-house and storage-yard trackage, the number of revenue passengers per mile of track was 260,868, as given in the table, or 3.4 per cent greater than that based upon all track.

Passengers.—In addition to 11,304,660,462 revenue passengers, the electric railways carried 3,021,137,935 transfer and 181,116,176 free passengers, making a total of 14,506,914,573. This total is an increase of 19.5 per cent for the period 1912–1917 and 52.2 per cent for the decade 1907–1917. With respect to revenue passengers, the increase for the period 1912–1917 was 18.4 per cent, as compared with an increase of 28.3 per cent for the period 1907–1912, the percentage increase for the decade being 51.9 per cent.

The revenue passenger is used as the basis for all deductions relating to passengers. Revenue passengers include those carried for a money consideration, either in the form of cash or tickets. In cases where an extra charge is made for a transfer the transfer passenger is classed as a revenue passenger. Table 41 shows, by geographic divisions, the per cent distribution and the per cent increase for revenue passengers, passenger car mileage, and express, freight, and mail car mileage; and Table 42 gives the per cent distribution, by class of passengers—revenue, transfer, and free—for 1917, 1912, and 1907. The figures are based upon the data given in Table 148.

Table 41 — TRAFFIC STATISTICS—PERCENTAGES (BASED ON TABLE 148).

DIVISION.	Per cent distribution.			Per cent of increase.[1]		
	1917	1912	1907	1907–1917	1912–1917	1907–1912
REVENUE PASSENGERS.						
United States	100.0	100.0	100.0	51.9	18.4	28.3
New England	11.0	11.0	11.8	41.9	18.2	20.1
Middle Atlantic	37.4	36.8	38.2	46.8	20.3	23.8
East North Central	24.0	22.6	21.6	68.7	25.6	34.3
West North Central	8.0	8.2	8.3	46.6	14.6	27.9
South Atlantic	6.6	6.5	6.5	53.2	21.2	26.4
East South Central	2.6	2.8	3.0	32.2	8.6	21.7
West South Central	2.8	2.8	2.6	62.0	15.7	40.0
Mountain	1.4	1.6	1.5	43.2	5.2	36.1
Pacific	6.2	7.6	6.6	45.0	−2.2	48.2
REVENUE CAR MILEAGE.						
Passenger.						
United States	100.0	100.0	100.0	31.8	10.7	19.1
New England	9.8	10.0	10.9	18.3	8.8	8.8
Middle Atlantic	33.5	34.9	35.7	23.9	6.3	16.6
East North Central	25.2	24.5	24.8	33.8	13.9	17.5
West North Central	8.1	8.0	8.0	34.3	12.8	19.0
South Atlantic	6.6	6.5	6.6	32.2	12.8	17.2
East South Central	3.1	3.0	3.1	31.2	10.9	18.3
West South Central	3.7	3.2	2.9	68.2	25.2	34.4
Mountain	1.6	1.6	1.4	42.1	9.2	30.1
Pacific	8.4	8.2	6.6	68.2	13.3	48.4
Express, freight, and mail.						
United States	100.0	100.0	100.0	53.3	45.4	5.5
New England	8.5	8.1	10.1	28.7	51.8	−15.2
Middle Atlantic	11.0	13.2	18.3	−8.3	20.8	−24.1
East North Central	33.5	35.3	32.3	58.9	38.0	15.1
West North Central	8.7	6.3	3.4	289.2	99.3	95.3
South Atlantic	7.5	4.5	2.6	349.6	144.2	84.1
East South Central	1.1	1.7	2.0	−17.2	−4.3	−13.5
West South Central	1.8	1.5	1.9	44.3	79.2	−19.5
Mountain	2.8	0.7	1.2	272.4	481.1	−35.9
Pacific	25.1	28.7	28.1	36.8	27.1	7.7

[1] A minus sign (−) denotes decrease.

Table 42 — PER CENT DISTRIBUTION OF REVENUE, TRANSFER, AND FREE PASSENGERS (BASED ON TABLE 148).

DIVISION.	Revenue.			Transfer.			Free.		
	1917	1912	1907	1917	1912	1907	1917	1912	1907
United States	77.9	78.7	78.1	20.8	20.0	20.9	1.3	1.4	1.0
New England	73.3	76.2	77.1	25.6	22.6	22.4	1.1	1.2	0.5
Middle Atlantic	84.0	85.2	80.8	15.2	14.0	18.4	0.8	0.8	0.8
East North Central	72.8	72.7	75.1	25.8	25.5	23.8	1.7	1.8	1.1
West North Central	72.5	74.0	74.2	26.9	24.9	24.8	0.6	1.1	1.0
South Atlantic	79.2	77.9	78.4	19.6	20.6	20.1	1.2	1.4	1.5
East South Central	80.9	78.6	78.8	17.3	19.3	19.0	1.8	2.1	2.2
West South Central	81.3	81.9	86.4	17.0	16.2	12.1	1.7	1.9	1.5
Mountain	84.5	83.2	81.2	13.9	15.0	17.1	1.6	1.8	1.6
Pacific	77.2	76.3	75.3	20.4	21.3	23.3	2.4	2.4	1.4

Table 43 shows the ratio, expressed as percentage, which the transfer and free passengers combined bears to the number of revenue passengers for each division and state, 1917, 1912, and 1907.

Table 43

DIVISION AND STATE.	PER CENT RATIO OF TRANSFER AND FREE PASSENGERS TO REVENUE PASSENGERS (BASED ON TABLE 148).[1]		
	1917	1912	1907
United States	28.3	27.1	28.1
Geographic divisions:			
New England	*36.4*	*31.3*	*29.7*
Middle Atlantic	19.0	17.4	23.7
East North Central	*37.9*	*37.5*	*33.1*
West North Central	*37.9*	*35.1*	*34.8*
South Atlantic	26.2	*28.3*	27.6
East South Central	23.6	*27.3*	26.9
West South Central	23.0	22.1	15.8
Mountain	18.3	20.2	23.1
Pacific	*29.6*	*31.1*	*33.9*
New England:			
Maine	11.4	12.0	10.7
New Hampshire	12.5	12.6	9.6
Vermont	6.0	7.7	5.0
Massachusetts	*46.2*	*38.1*	*36.3*
Rhode Island	13.3	16.3	14.4
Connecticut	20.7	20.4	19.3
Middle Atlantic:			
New York	18.4	16.3	23.1
New Jersey	23.3	26.9	*28.8*
Pennsylvania	16.9	16.4	14.5
East North Central:			
Ohio	27.4	*28.8*	26.6
Indiana	21.0	22.2	22.9
Illinois	*51.9*	*49.6*	*41.2*
Michigan	*32.5*	*29.4*	*29.4*
Wisconsin	*31.9*	*30.7*	*28.8*
West North Central:			
Minnesota	*34.3*	*33.5*	*28.9*
Iowa	14.9	17.2	19.8
Missouri	*49.2*	*43.2*	*42.3*
North Dakota	7.8	7.6	12.5
South Dakota	10.0	5.5	.....
Nebraska	*28.5*	*28.1*	25.2
Kansas	14.2	16.3	17.9
South Atlantic:			
Delaware	25.3	21.4	22.6
Maryland	*38.2*	*39.2*	*38.3*
District of Columbia	*31.8*	*34.9*	*42.5*
Virginia	20.0	24.6	14.6
West Virginia	6.2	6.4	4.4
North Carolina	19.4	20.1	12.6
South Carolina	13.4	20.7	16.5
Georgia	21.8	19.6	20.3
Florida	17.9	25.0	17.6
East South Central:			
Kentucky	*29.4*	*27.7*	25.6
Tennessee	20.5	*33.0*	*34.6*
Alabama	20.8	19.8	20.5
Mississippi	12.8	18.1	12.5
West South Central:			
Arkansas	16.1	11.3	22.0
Louisiana	26.7	24.4	11.3
Oklahoma	16.4	15.2	16.7
Texas	22.9	22.8	19.0
Mountain:			
Montana	16.9	13.5	15.4
Colorado	21.6	24.1	27.5
New Mexico	7.3	9.4	*44.2*
Arizona	5.5	4.6	5.3
Idaho	8.6	10.3	12.6
Wyoming	1.2	1.0	.....
Nevada	10.6	.....	6.6
Utah	16.6	16.4	25.2
Pacific:			
Washington	27.7	*29.2*	*28.9*
Oregon	*36.7*	*33.4*	*29.3*
California	*29.2*	*31.3*	*34.7*
Hawaii	25.1	.....	35.5
Porto Rico	4.0	.....	0.7

[1] Italic figures denote ratios above the average for the United States.

In 1917 the number of transfer and free passengers was equal to 28.3 per cent of the number of revenue passengers, as compared with 27.1 per cent in 1912 and 28.1 per cent in 1907. Diagram 4 (p. 22) shows graphically the revenue passenger traffic for 1917, 1912, and 1907, by states. In most cases passengers are counted for each fare zone when the line covers more than a single-fare distance; but on many interurban lines the charge is made as per tariff, or for the trip, and the passenger, as in steam road practice, is counted but once. Where there has been no change in the practice and the reports for each census have been made on a like basis, the comparability of the statistics is not affected.

Car mileage.—The car mile is in general use for comparative purposes, but statistics based thereon are affected by various conditions under which cars are operated, by difference in size of cars, and in methods of computing car mileage when trailers are used, a motor and trailer being sometimes counted as one and sometimes as two cars. Table 44, based upon Table 148, gives the per cent of increase in revenue car mileage for the census period and the decade, by geographic divisions, and the per cent distribution as between passenger cars and express, freight, and mail cars.

Table 44

DIVISION.	PER CENT OF INCREASE AND PER CENT DISTRIBUTION OF REVENUE CAR MILEAGE (BASED ON TABLE 148).								
	Per cent of increase.			Per cent distribution.					
				Passenger.			Express, freight, and mail.		
	1907-1917	1912-1917	1907-1912	1917	1912	1907	1917	1912	1907
United States	32.3	11.4	18.8	97.6	98.1	97.9	2.4	1.9	2.1
New England	18.5	9.4	8.3	97.9	98.5	98.1	2.1	1.5	1.9
Middle Atlantic	23.6	6.4	16.2	99.2	99.3	98.9	0.8	0.7	1.1
East North Central	34.5	14.5	17.4	96.8	97.3	97.3	3.2	2.7	2.7
West North Central	36.7	14.1	19.7	97.4	98.5	99.1	2.6	1.5	0.9
South Atlantic	34.8	14.5	17.7	97.3	98.7	99.2	2.7	1.3	0.8
East South Central	30.5	10.7	17.8	99.1	99.0	98.6	0.9	1.0	1.4
West South Central	67.8	26.6	33.6	98.8	99.1	98.6	1.2	0.9	1.4
Mountain	46.0	13.2	29.0	95.7	99.2	99.2	4.3	0.8	0.8
Pacific	65.6	14.2	45.0	98.1	93.8	91.6	6.9	6.2	8.4

Revenue passengers per mile of track.—The number of revenue passengers per mile of track is a measure of density of traffic and, in general, is an index to the growth of passenger traffic. As before noted, the revenue passengers per mile of track as given in Table 148 are based upon running track for 1917 and upon all track for the prior years. On the basis of all track the increase in number of revenue passengers per mile of track in 1917 as compared with 1912 was 8.5 per cent, and for 1912 as compared with 1907, 7.4 per cent. The increase for 1907 as compared with 1902 was 2 per cent.

The averages by states, exclusive of the District of Columbia, ranged in 1917 from a minimum of 31,601 in Idaho to a maximum of 534,499 in New York; in 1912, from a minimum of 46,885 in Idaho to a maximum of 461,837 in New York; and in 1907, from a minimum of 25,103 in South Dakota to a maximum of 426,718 in New York. The decrease in averages in some states, notwithstanding the change in basis of computation, is due to extension of lines rather than to a diminution of traffic on old lines. For the District of Columbia the figures are, 1917, 548,046 (running track); and in 1912, 532,603, and 1907, 520,190 (all track).

Revenue passengers per car mile.—The average number of revenue passengers per passenger car mile is a deduction that is affected by size of cars and by the method of counting the passengers on suburban and interurban lines, whether by zones or by trips.

There is no basis for determining the extent of these disturbing factors, but in the main the averages have increased, and they have increased for all roads from 4.7 revenue passengers per car mile in 1907 to 5.06 in 1912 and to 5.41 in 1917.

The states having decreases in average number of revenue passengers per passenger car mile as a rule show decreases in traffic per mile of track, and the explanation lies in part, as before stated, to track extensions in rural districts. In a few states, however, there has actually been a decrease in passenger traffic, as shown, not only by decrease in number of revenue passengers but a decrease in passenger revenue. Thus, in California, not only was the number of revenue passengers in 1917—494,165,724—5.1 per cent less than in 1912, but the passenger revenue—$29,926,903—was 3.5 per cent less than the passenger revenue in 1912. The average revenue per passenger, which was 6.06 per cent in 1917, as compared with 5.96 cents in 1912, indicates that relatively more passengers, counted on a trip basis, figured in the returns for 1917 than in 1912. In Oregon the conditions are similar—a decrease for 1917, as compared with 1912, of 11.4 per cent in revenue passengers and 7.6 per cent in passenger income; in Idaho a decrease of 21.4 per cent in revenue passengers and 10.2 per cent in passenger income; and in Mississippi a decrease of 1.4 per cent in revenue passengers and 2.9 per cent in passenger income.

Revenue passengers per passenger car hour.—Although car-hour records are not kept by all companies, they are by a sufficient number to furnish a basis for comparative statistics. In 1917 the average number per car hour was 53.69 revenue passengers, as compared with 48.38 in 1912 and 43.06 in 1907. These returns are affected by changes in size of cars, the use of larger cars, and by road extensions in districts of low traffic density. The largest increase appears in Delaware, from 28.02 in 1912 to 47.33 in 1917, and next in Montana, from 39.24 in 1912 to 52.86 in 1917. The maximum decrease is in South Dakota, from 35.11 in 1912 to 24.50 in 1917.

Traffic of maximum density.—Table 45 presents traffic statistics of selected roads in the cities of New York, Chicago, Philadelphia, and Boston, districts of high traffic density. The district of maximum density is New York City and on the elevated and subway systems. The selected roads do not embrace all surface lines in the respective districts. They do, however, involve substantially the same properties in both years.

The statistics bearing on traffic density of the exclusively cable roads are given in Table 46 for 1917, 1912, and 1907.

Table 45 — TRAFFIC OF MAXIMUM DENSITY—SELECTED RAILWAYS: 1917 AND 1912.

	Census year.	Miles of main track.	Number of revenue passengers.	Passenger car miles.	Average number of revenue passengers— Per mile of track.	Per car mile.
New York City:						
Surface	1917	200.96	326,530,007	40,609,497	1,624,851	8.04
	1912	200.80	354,689,192	48,270,499	1,766,131	7.35
Elevated and subway	1917	248.54	835,331,254	154,246,539	3,360,953	5.42
	1912	180.17	665,323,891	140,387,438	3,692,756	4.74
Chicago:						
Surface	1917	982.67	692,815,889	113,715,019	705,034	6.09
	1912	880.77	594,018,857	103,875,919	674,431	5.72
Elevated [1]	1917	153.15	198,114,403	53,455,535	1,260,949	3.61
	1912	151.70	164,314,524	47,606,168	1,083,154	3.45
Philadelphia [2]	1917	610.83	590,743,555	85,832,131	967,116	6.88
	1912	606.10	456,926,814	83,035,669	753,880	5.50
Boston [3]	1917	452.49	381,017,338	59,193,759	842,046	6.44
	1912	439.19	310,310,009	54,564,478	706,551	5.69

[1] Includes surface track: 1917, 22.53 miles; 1912, 20.40 miles. [2] Includes elevated and subway track: 1917, 23.33 miles; 1912, 15.96 miles.
[3] Includes elevated and subway track: 1917, 50.38 miles; 1912, 43.93 miles.

Table 46 — TRAFFIC OF EXCLUSIVELY CABLE ROADS: 1917, 1912, AND 1907.

	Census year.	Number of companies.	Miles of track operated.	Number of revenue passengers.	Passenger car miles.	Average number of revenue passengers— Per mile of track.	Per car mile.
Total	1917	[1] 12	16.45	15,109,387	1,679,452	918,504	9.00
	1912	13	24.60	15,837,850	1,869,598	643,815	8.47
	1907	10	20.70	11,998,943	1,050,940	579,418	11.41
Inclined plane	1917	[1] 11	5.45	6,195,672	286,681	1,136,821	21.61
	1912	11	6.67	5,575,519	422,942	835,910	13.18
	1907	8	2.91	4,470,450	244,911	1,536,237	18.26
Surface	1917	1	11.00	8,913,715	1,392,771	810,338	6.40
	1912	2	17.93	10,262,331	1,446,656	572,355	7.09
	1907	2	17.79	7,528,493	806,029	422,906	9.33

[1] Not including one cable incline with 0.97 mile of track reported in 1912.

There are 17 companies operating cable roads, for which reports were received,[1] but 5 were parts of other systems (2 in Washington, 1 each in California, Minnesota, and Pennsylvania) and not included in Table 46. Of the 11 exclusively inclined cable roads, 4 are located in Pennsylvania, 3 in California, and 1 each in Colorado, New York, Ohio, and Virginia.

The one surface road that is exclusively cable is that of the California Street Cable Railroad Co., of San Francisco. The trackage here involved is but a portion of the total cable operated trackage of the country, which was 45.32 miles in 1917, the larger portion being operated in conjunction with other motive power systems. For example, the United Railroads of San Francisco operated 285 miles of track, of which 14.55 is cable. The total cable trackage of San Francisco is 25.60 miles.

[1] No report was received in 1917 for the Lookout Mountain Inclined Railway, of Tennessee.

Passenger traffic on electric railways and steam railroads.—A comparison of the passenger traffic of the electric railways and the steam railroads is given in Table 47.

Table 47 — PASSENGER TRAFFIC—ELECTRIC RAILWAYS AND STEAM RAILROADS.

	1917	1912 [1]	1907 [1]	Per cent of increase— 1907–1917	1912–1917	1907–1912
NUMBER OF REVENUE PASSENGERS.						
Electric railways	11,304,660,462	9,545,554,667	7,441,114,508	51.9	18.4	28.3
Steam railroads	1,066,638,474	1,004,081,346	873,906,133	22.5	6.2	14.9
RECEIPTS FROM PASSENGERS.						
Electric railways	$603,129,620	$502,651,637	$382,132,494	57.8	20.0	31.5
Steam railroads	706,608,630	660,373,176	564,606,343	25.2	7.0	17.0

[1] Steam railroads, fiscal year June 30.

The passenger receipts of the electric railways constituted 46 per cent of the combined passenger receipts for the electric and steam roads in 1917, as compared with 43.2 per cent for the year 1912 and 40.4 per cent for the year 1907.

Traffic of companies classified according to income from railway operations.—An analysis of the statistics of companies graded according to magnitude of operations shows gains in the larger and decreases in the smaller groups. Table 48 presents traffic data for the companies so classified.

Table 48 — TRAFFIC STATISTICS—COMPANIES CLASSIFIED ACCORDING TO INCOME FROM RAILWAY OPERATIONS: CLASS A, OVER $1,000,000; CLASS B, OVER $250,000 TO $1,000,000; CLASS C, $250,000 AND LESS.

	1917	1912	1907	Per cent of increase.[1] 1907–1917	1912–1917	1907–1912
Number of companies	943	975	945			
Class A	114	91	77			
Class B	179	155	132			
Class C	650	729	736			
Miles of track	44,835.37	41,064.82	[2] 34,408.86	30.3	9.2	19.4
Class A	26,064.85	21,305.99	15,564.34	67.5	22.3	36.9
Class B	10,258.75	9,652.09	8,396.00	22.2	6.3	15.0
Class C	8,511.77	10,106.74	10,443.22	−18.5	−15.8	−3.2
Passengers:						
Revenue	11,304,660,462	9,545,554,667	7,441,114,508	51.9	18.4	28.3
Class A	9,353,110,509	7,635,471,119	5,626,200,180	66.2	22.5	35.7
Class B	1,242,961,523	1,148,582,234	1,035,885,754	20.0	8.2	10.9
Class C	708,588,430	761,501,314	779,028,574	−9.0	−6.9	−2.2
Transfer and free	3,202,254,111	2,589,787,049	2,091,966,258	53.1	23.6	23.8
Class A	2,960,374,854	2,315,998,173	1,815,692,175	63.0	27.8	27.6
Class B	177,979,058	194,959,206	196,273,141	−9.3	−8.7	−0.7
Class C	63,900,199	78,829,610	80,000,942	−20.1	−18.9	−1.3
Car mileage:						
Passenger	2,087,818,534	1,885,870,157	1,583,831,199	31.8	10.7	19.1
Class A	1,632,156,080	1,413,227,890	1,119,283,959	45.8	15.5	26.3
Class B	278,812,104	271,494,787	250,463,695	11.3	2.7	8.4
Class C	176,850,350	201,147,480	214,083,545	−17.4	−12.1	−6.0
Express, freight, and mail	51,982,996	35,749,917	33,900,101	53.3	45.4	5.5
Class A	32,093,235	20,372,141	16,305,555	96.6	57.4	24.9
Class B	14,773,637	10,096,974	11,970,950	23.4	46.3	−15.7
Class C	5,146,124	5,280,802	5,620,596	−8.4	−2.6	−6.0
Average number of revenue passengers:						
Per mile of track [3]	260,868	232,556	216,522			
Class A	374,753	358,372	361,701			
Class B	123,977	118,996	123,390			
Class C	84,851	75,484	74,788			
Per car mile	5.41	5.06	4.70			
Class A	5.73	5.40	5.03			
Class B	4.46	4.23	4.14			
Class C	4.01	3.79	3.64			

[1] A minus sign (−) denotes decrease; percentage not computed when base is less than 100.
[2] Includes 17.05 miles not operated and 5 miles leased to a steam road.
[3] Exclusive of idle track and freight and switching roads; 1917 based upon running track; 1912 and 1907 upon all track.

Traffic of companies classified as "Elevated and subway" and "Surface."—Similar statistics are given in Table 49 for the "Elevated and subway" and "Surface" groups of companies.

Table 49 — GROUP.[1]	TRAFFIC STATISTICS—"ELEVATED AND SUBWAY" AND "SURFACE" GROUPS OF COMPANIES. 1917	1912	1907	Per cent of increase.[2] 1907–1917	1912–1917	1907–1912
Number of companies	943	975	945			
Elevated and subway group	7	7	6			
Surface (all other) group	936	968	939			
Miles of track	44,835.37	41,064.82	[3] 34,403.56	30.3	9.2	19.4
Elevated and subway	666.11	517.81	420.40	58.4	28.6	23.2
Surface	44,169.26	40,547.01	33,983.16	30.0	8.9	19.3
Passengers:						
Revenue	11,304,660,462	9,545,554,667	7,441,114,508	51.9	18.4	28.3
Elevated and subway	1,262,508,845	991,062,330	638,658,072	98.6	27.4	55.9
Surface	10,042,151,617	8,554,492,337	6,805,461,436	47.6	17.4	25.7
Transfer and free	3,202,254,111	2,589,787,049	2,091,966,258	53.1	23.6	23.8
Elevated and subway	12,142,690	13,760,496	5,051,921	140.4	−11.8	172.4
Surface	3,190,111,421	2,576,026,554	2,086,914,337	52.9	23.8	23.4
Car mileage:						
Passenger	2,087,318,534	1,885,870,157	1,583,831,199	31.8	10.7	19.1
Elevated and subway	247,199,281	219,374,647	143,268,267	72.5	12.7	53.1
Surface	1,840,619,253	1,666,495,510	1,440,562,932	27.8	10.4	15.7
Express, freight, and mail	51,962,996	35,749,917	33,900,101	53.3	45.4	5.5
Elevated and subway		92,625	366,208			−74.7
Surface	51,962,996	35,657,292	33,533,893	55.0	45.8	6.3
Average number of revenue passengers:						
Per mile of track [4]	260,868	232,556	216,522			
Elevated and subway	2,112,349	1,913,950	1,514,866			
Surface	234,975	211,073	200,386			
Per car mile	5.41	5.06	4.70			
Elevated and subway	5.11	4.52	4.44			
Surface	5.46	5.13	4.72			

[1] The group classification involves all tracks of the companies assigned according to the principal class of track, the "Elevated and subway" group including a minor amount of surface tracks and the "Surface" (or all other) group some elevated and subway trackage.
[2] A minus sign (−) denotes decrease; percentage not computed when base is less than 100.
[3] Includes 17.05 miles not operated and 5 miles leased to steam road.
[4] Exclusive of idle track and freight and switching roads; 1917 based upon running track; 1912 and 1907 upon all track.

The number of revenue passengers per mile of track and per car mile are necessarily the averages for all service and do not disclose the carrying capacity of the road during rush hours.

Car hours.—Table 50 summarizes the statistics based upon car hours for 1917, 1912, and 1907. Companies carrying 94.5 per cent of the total number of passengers used this unit in 1917.

Table 50	TRAFFIC STATISTICS—CAR HOURS. 1917	1912	1907
Number of companies	943	975	945
Reporting car hours	836	899	734
Not reporting car hours	107	76	211
Per cent of total:			
Reporting car hours	88.7	92.2	77.7
Not reporting car hours	11.3	7.8	22.3
Revenue car hours	203,056,931	190,478,140	151,338,944
Passenger	199,052,633	187,590,223	148,678,052
Express, freight, and mail	4,004,298	2,887,917	2,660,892
Number of revenue passengers:			
Total	11,304,660,462	9,545,554,667	7,441,114,508
Companies—			
Reporting car hours	10,687,361,878	9,075,785,815	6,401,840,576
Not reporting car hours	617,298,584	469,768,852	1,039,273,932
Per cent of total:			
Companies—			
Reporting car hours	94.5	95.1	86.0
Not reporting car hours	5.5	4.9	14.0
Average number of revenue passengers per passenger car hour for companies reporting car hours	53.69	48.38	43.06

Rates of fare.—The cash fare in most cities is 5 cents. Companies reporting a lower rate were the Cleveland Railway Co., 4 cents (since advanced to 5 cents), and certain roads in New York City doing short service, viz, the Bush Terminal, 2 cents, and the Manhattan Three Cent Line, the Van Brunt Street and Erie Basin, and the Brooklyn and North River, 3 cents, and a local bridge fare of 3 cents. In Boston since 1917, where the elevated and surface systems are operated by a state board of trustees under an arrangement which guarantees a return on the investment, fares went first to 7 cents, then to 8 cents, and finally to 10 cents.

Rates higher than 5 cents were reported in some cases, but the inquiry in regard to rates of fare was not answered by all companies. The information available is somewhat fragmentary. A summary of the conditions under which fare is granted at reduced rates by sale of tickets or otherwise, and of cash rates in excess of 5 cents, is here given for cities of 50,000 inhabitants.

New England division.—In New Haven, Conn., and in all cities served by the Connecticut Co., a 6-cent cash fare became effective after October 1, 1917. Waterbury, Conn., cash fare, 6 cents; 25 tickets for $1; school tickets, 2.5 cents. Portland, Me., school

tickets at the rate of 3½ cents. Fall River and New Bedford, Mass., 21 tickets for $1. Springfield, Mass., school tickets at the rate of 2.5 cents. Manchester, N. H., school tickets, 6 for 25 cents, 25 for $1.

Middle Atlantic division.—Rochester, Syracuse, and Utica, N. Y., monthly tickets, 60 for $2, 100 for $3. Trenton, N. J., 6 tickets for 25 cents. Altoona, Pa., 500 tickets for $20. Harrisburg, Pa., 3.5 cents for mail carriers delivering mail. Lancaster, Pa., 6 tickets for 25 cents. New Castle, Pa., 22 tickets for $1; school rate, 3 cents. Reading, Pa., 6 tickets for 25 cents. Wilkes-Barre, Pa., 100 tickets for $4.25; school rate, 3 cents. York, Pa., 6 tickets for 25 cents; 25 tickets for $1.

East North Central division.—Peoria, Ill., 12 tickets for 50 cents, 100 for $4. Rockford, Ill., 6 tickets for 25 cents, 25 for $1; school rate, 2 cents. Springfield, Ill., 6 tickets for 25 cents, 25 for $1; school rate, 2.5 cents. Evansville and Fort Worth, Ind., 6 tickets for 25 cents. Indianapolis, Ind., 6 tickets for 25 cents, 25 tickets for $1. Terre Haute, Ind., 25 tickets for $1. Kalamazoo and Saginaw, Mich., 6 tickets for 25 cents. In Ohio: Akron, 6 tickets for 25 cents, 25 tickets for $1. Canton, 25 tickets for $1, children's rate, 3 cents. Cincinnati, children's rate, 2.5 cents. Cleveland, 7 tickets for 25 cents. Columbus, 8 tickets for 25 cents on Columbus Railway, and Columbus N. A. & J. P. R. Co., 7 tickets for 25 cents; on Columbus, Urbana & Western Railway, newsboy, 2.5 cents. Dayton, 6 tickets for 25 cents, 25 for $1; children's fare, 2.5 cents; People's Railway Co., children's tickets, 35 for $1. Springfield, 6 tickets for 25 cents, 25 for $1. Toledo, 6 tickets for 25 cents. Youngstown, 6 tickets for 25 cents, 12 for 50 cents, 25 for $1; school tickets, 33 for $1, and 50 for $1.50. Milwaukee, Wis., 6 tickets for 25 cents, 25 for $1.

West North Central division.—Des Moines, Iowa, 6 tickets for 25 cents; school rate, 2.5 cents. Wichita, Kans., 24 tickets for $1. St. Joseph, Mo., 4-cent tickets. St. Louis, Mo., children's rate, 2.5 cents. Omaha, Nebr., children's rate, 2.5 cents; school rate, 3½ cents.

South Atlantic division.—District of Columbia, 6 tickets for 25 cents. Jacksonville and Tampa, Fla., school rate, 2.5 cents. Savannah, Ga., 21 tickets for $1; school rate, 2.5 cents. Baltimore, Md., children's rate, 3 cents. Norfolk and Richmond, Va., 6 tickets for 25 cents; school rate, 2.5 cents. Charleston, S. C., children's rate, 3 cents.

East South Central division.—Mobile, Ala., 22 tickets for $1; school rate, 3.5 cents. Louisville, Ky., children's rate, 2.5 cents. Chattanooga, Tenn., 100 tickets for $4; children's rate, 3 cents. Knoxville, Tenn., school rate, 2.5 cents. Memphis, Tenn., 11 tickets for 50 cents. Nashville, Tenn., 6 tickets for 25 cents; school rate, 2.5 cents.

West South Central division.—Little Rock, Ark., children's rate, 2.5 cents. Dallas, Tex., 21 tickets for $1; children's rate, 2.5 cents; school rate, 2.5 cents. Fort Worth, Tex., 22 tickets for $1; children's rate, 2.5 cents; school rate, 2.5 cents. El Paso, Houston, and San Antonio, children's rate, 2.5 cents; school rate, 2.5 cents.

Mountain division.—Denver, Colo., 12 tickets for 50 cents; school rate, 2.5 cents. Pueblo, Colo., 22 tickets for $1; school rate, 2.5 cents. Salt Lake City, Utah, 4-cent tickets; school rate, 3 cents.

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Pacific division.—Sacramento, Calif., 11 tickets for 50 cents; 22 for $1; school rate, 2.5 cents. Los Angeles, San Diego, and San Francisco, school rate, 2.5 cents. Portland, Oreg., commutation tickets at the rate of 4.5 cents; school rate, 4 cents. Seattle, Wash., 6 tickets for 25 cents; 25 tickets for $1; school rate, 2.5 cents. Spokane, Wash., 22 tickets for $1; school rate, 2.5 cents. Tacoma, Wash., school rate, 2.5 cents. Puget Sound, T. L. & P. Co., school rate, 2.5 cents; commutation tickets on Bell division, 6 tickets for 25 cents; Western Washington Power Co., school rate, 2.5 cents.

Changes occurring since the census of 1912 are in the direction of higher rates, the result being secured in some cases by adandonment of the sale of book or scrip tickets at a reduction. For the electric railways of the country as a whole the average passenger revenue per passenger was 5.34 cents in 1917, 5.27 cents in 1912, 5.15 cents in 1907, and 4.94 cents in 1902.

The increase is due chiefly to the development of interurban roads with a single fare charge for the trip.

Table 51 shows average passenger revenue per revenue passenger for the different classes of electric railways and for the steam railroads for each census 1902 to 1917, inclusive.

Table 51	TRAFFIC STATISTICS—AVERAGE PASSENGER REVENUE PER REVENUE PASSENGER.			
	1917	1912	1907	1902
ELECTRIC RAILWAYS.	*Cents.*	*Cents.*	*Cents.*	*Cents.*
All companies	5.34	5.27	5.15	4.94
Companies classified according to income from railway operations:				
Class A—Over $1,000,000	5.16	5.08	4.99	4.84
Class B—Over $250,000 to $1,000,000	6.37	6.10	5.61	5.59
Class C—$250,000 and less	5.85	5.87	4.98	5.09
Companies classified according to kind of system:				
Elevated and subway group	5.06	5.06	4.97	.....
Surface (all other) group	5.37	5.29	5.17	.....
STEAM RAILROADS.	*1916*			
Revenue per passenger	68.24	65.68	64.60	60.49
Journey per passenger ... miles	34.02	33.18	31.72	30.30
Revenue per passenger per mile	2.01	1.99	2.01	1.99

A large number of interurban lines that count passengers by the trip are included in the B class and some in the C class. Class A includes the large metropolitan systems.

Freight, mail and baggage, express, and milk traffic.—Table 52 gives the comparative statistics for freight, mail and baggage, express, and milk traffic, by geographic divisions, for 1917, 1912, and 1907.

Table 52

TRAFFIC STATISTICS—FREIGHT, MAIL AND BAGGAGE, EXPRESS, AND MILK: 1917, 1912, AND 1907.

DIVISION.	Census year.	Number of companies reporting financial data.	Freight.		Mail.		Baggage, express, and milk.	
			Number of companies reporting.	Income.	Number of companies reporting.	Income.	Number of companies reporting.	Income.
United States	1917	943	404	$18,546,504	363	$614,678	423	$4,965,566
	1912	975	406	10,165,616	371	728,640	381	3,687,947
	1907	939	342	5,281,215	385	646,575	229	1,560,802
New England	1917	86	49	2,187,092	51	67,216	40	470,252
	1912	91	43	826,646	59	105,118	38	404,179
	1907	118	39	286,385	75	103,368	36	261,332
Middle Atlantic	1917	241	102	2,207,093	85	96,979	109	1,016,161
	1912	246	102	1,407,074	93	168,163	100	707,422
	1907	247	82	781,690	95	185,866	67	519,009
East North Central	1917	228	108	5,607,075	90	181,888	126	2,135,732
	1912	222	114	3,492,543	90	172,862	121	1,759,808
	1907	220	100	2,131,237	98	141,888	69	544,870
West North Central	1917	83	32	1,704,985	32	98,392	44	229,048
	1912	85	31	727,275	31	126,797	31	131,229
	1907	73	20	229,821	22	91,563	18	34,485
South Atlantic	1917	94	42	1,619,194	38	60,736	32	274,980
	1912	107	41	519,795	37	60,316	33	189,708
	1907	100	41	210,613	45	59,924	15	76,333
East South Central	1917	49	22	273,144	19	19,723	10	44,944
	1912	45	14	171,760	14	15,749	7	102,851
	1907	40	17	154,110	17	13,535	3	1,115
West South Central	1917	68	8	45,465	13	18,383	15	303,085
	1912	79	11	43,507	12	5,816	11	24,735
	1907	50	5	14,191	11	5,586	4	8,149
Mountain	1917	39	16	605,421	11	5,081	16	128,289
	1912	40	16	126,632	8	4,951	12	50,883
	1907	28	8	128,282	2	2,722	2	1,508
Pacific	1917	60	30	4,207,085	24	66,330	31	363,075
	1912	60	34	2,850,384	27	63,874	28	317,052
	1907	63	30	1,294,936	25	42,123	15	114,060

In 1902, 195 companies reported revenue from freight to the amount of $1,038,097; 286 companies mail revenue to the amount of $432,080; and 117 companies baggage, express, and milk revenue to the amount of $401,672. The aggregate revenue from commodity and mail traffic was $24,126,748 in 1917, as compared with $14,577,203 in 1912 and $7,438,592 in 1907, representing an increase of 65.5 per cent for the period 1912–1917, 96 per cent for the period 1917–1912, and 224.3 per cent for the decade. The corresponding percentages of increase for passenger, parlor, sleeping, dining, and special car revenue are 19.9 per cent for 1912–1917, 31.6 per cent for 1907–1912, and 57.8 per cent for the decade.

Two of the operating companies in 1917, namely, the St. Louis & Belleville Electric Railway Co., of Illinois, and the Niagara Junction Railway Co., of New York, did no passenger business, the former being a freight and the latter a switching road. Other exclusively freight companies not included in the general tabulation are Chicago Tunnel Co., of Chicago, the Bingham Central Railway Co., of Utah, and the Alaska-Castineau, of Alaska.

Casualties.—Table 149 (p. 142) presents the statistics with respect to casualties or accidents as reported at the census of 1917. The statistics for revenue car miles are given as a basis for comparing the relative significance of the data, and the table gives the ratio for killed or fatally injured per 1,000,000 car miles. The car mile is the unit of comparison most closely related to casualties. All roads reported number killed or fatally injured. The schedule provided for reporting casualties to (1) employees and (2) to persons not employees—passengers, pedestrians, etc. The inquiry applied to casualties connected with the operation of the road and did not include nontrain accidents. Accidents to employees resulting in slight injuries which did not, for more than 3 days in the aggregate during the 10 days immediately following the accident, prevent the employee from doing his customary service were not to be reported, nor accidents to persons other than employees that did not incapacitate the person injured for more than 1 day. It was sought to secure separate returns for those permanently injured or maimed and for other and less serious injuries, but a great many companies were unable to make this separation. In many cases it would be some time before it could be ascertained whether or not the person were permanently crippled. It is probable that the reports are not uniform in regard to the reporting of slight injuries—minor injuries not requiring the services of a physician—which in some cases have been included in the enumeration and in other cases not reported. Ratios with respect to injuries are not therefore given.

The following tabular statement summarizes the statistics for 1917, 1907, and 1902. Casualties or accidents were not reported at the census of 1912.

	CASUALTIES.		
	1917	1907	1902
KILLED.			
Total number	2,573	2,411	1,218
Employees	311	297	122
Persons other than employees	2,262	2,114	1,096
Companies of—			
Class A	1,948	1,666	690
Class B	411	437	226
Class C	214	308	302
Number per 1,000,000 car miles	1.2	1.5	1.1
Employees	0.1	0.2	0.1
Persons other than employees	1.1	1.3	1.0
Number per 100,000,000 revenue passengers	22.8	32.4	25.5
Employees	2.8	4.0	2.6
Persons other than employees	20.0	28.4	22.9
By geographic divisions.			
North Atlantic	967	1,006	532
Employees	112	129	57
Persons other than employees	855	877	475
South Atlantic	176	141	49
Employees	30	15	7
Persons other than employees	146	126	42
North Central	1,070	852	489
Employees	124	97	45
Persons other than employees	946	755	444
South Central	150	134	85
Employees	14	15	11
Persons other than employees	136	119	74
Mountain	21	32	16
Employees	8	6	1
Persons other than employees	13	26	15
Pacific	189	246	47
Employees	13	35	1
Persons other than employees	176	211	46
INJURED (NOT FATALLY).			
Total number	141,854	[1] 118,269	47,429
Employees	20,561	8,937	3,699
Persons other than employees	121,293	109,102	43,730

[1] Includes 230 not classified by class.

The ratios of killed to traffic are given above in terms of number killed per 1,000,000 car miles and per 100,000,000 revenue passengers. Expressed the other way, number of revenue car miles and number of revenue passengers per person killed, the ratios are as follows:

	1917	1907	1902
Number of revenue car miles per person killed	831,637	670,979	939,898
Number of revenue passengers per person killed	4,393,572	3,086,319	3,919,714

CHAPTER VI.—CAPITALIZATION.

Basis of statistics.—Capitalization, as handled in this report, includes that which is permanent in effect and has been expanded to include real estate mortgages and nonnegotiable debt to affiliated companies, whether running for more than a year or issued under a mutual agreement that the notes will not be enforced as current assets. The practice, between companies, of financing by loans temporary in form though continuing in effect is not unusual and the obligations become equivalent to bonds when a demand is never to be made or only in the remote future. Capitalization, therefore, includes the par value of securities issued to represent capital stock, common or preferred, funded debt, inclusive of nonnegotiable debt between companies and receivers' certificates, and real estate mortgages. Funded debt takes a variety of forms. In general it is evidenced by obligations issued in group by a company bearing a fixed rate of interest and secured by a mortgage on the property of the company. It may include bonds secured by a lien on physical property, the road and its franchises, bonds which are a lien upon securities or other commercial paper, income bonds which are a lien on revenue, or which being a lien on property can claim payment of interest only in case interest is earned, equipment bonds secured by a lien on specific equipment, and notes and other obligations executed or assumed which have more than a year to run. The conception is slightly broader than that of former censuses, but not sufficiently so to affect comparative data. It conforms to the interpretation of the Interstate Commerce Commission. In most cases the capitalization statistics for the prior years have been adjusted to conform to the presentation as made for the present census.

Ownership.—With the exception of the municipal railways of San Francisco, Calif.; Lincoln and Pekin, Ill.; Alexandria and Monroe, La.; St. Louis, Mo. (St. Louis Waterworks Railway); and Seattle and Tacoma, Wash., and a few roads under individual and partnership ownership, all of the electric railways included in the general tabulation are owned by corporations. The roads other than those owned by incorporated companies and the cities above noted are not important factors. The Lordship Park Association, of Bridgeport, Conn., operated a road with 2.9 miles of owned track that has since been taken over by the Lordship Railway, a corporation; a road at Keytesville, Mo., with 1.81 miles of track (animal traction), was a partnership organization, and roads at Sand Point, Idaho, 2.58 miles; Denton, Tex., 4.63 miles; and Sequin, Tex., 1.25 miles (animal traction), were owned by individuals.

The general statistics do not include the state road of North Dakota, owned and operated by the state in connection with the state capital. The investments by owners other than the incorporated companies have as a rule been treated as the equivalent of common stock and included in the totals therefor.

Capitalization.—Table 150 (p. 143) presents the statistics of track and capitalization and net capitalization per mile of track, by geographic divisions and states, for 1917, 1912, and 1907, and Hawaii and Porto Rico for 1917 and 1907. The statistics are summarized in Table 53.

Table 53

	CAPITALIZATION.					
	1917	1912	1907	Per cent of increase.[1]		
				1907–1917	1912–1917	1907–1912
Number of companies[2]	1,306	1,255	1,230			
Operating companies	942	970	939			
Lessor companies	364	285	291			
ALL COMPANIES.						
Capitalization	$5,532,223,818	$4,714,665,386	$3,778,831,901	46.4	17.3	24.8
Capital stock	2,473,846,651	2,379,346,313	2,097,708,856	17.9	4.0	13.4
Common	2,012,189,294	1,970,385,003	1,776,920,076	13.2	2.1	10.9
Preferred	461,657,357	408,961,310	320,788,780	43.9	12.9	27.5
Funded debt	3,051,179,272	2,329,221,828	1,677,083,240	81.9	31.0	38.9
Real estate mortgages	7,197,895	6,097,245	4,059,805	77.3	18.1	50.2
Floating debt	166,592,228	296,161,797	278,927,097	—40.3	—43.7	6.2
Dividends	73,263,141	70,992,218	54,485,274	34.5	3.2	30.3
Amount of interest:						
On funded debt	126,654,357	113,259,470	81,771,266	65.4	19.4	38.5
On unfunded debt (operating companies)	8,606,041					
OPERATING COMPANIES.						
Capitalization	4,626,788,077	3,962,311,191	2,814,218,715	64.4	16.8	40.8
Capital stock	2,006,151,013	1,957,300,149	1,543,269,002	30.0	2.5	26.8
Common	1,592,660,012	1,606,071,539	1,270,590,322	25.3	—0.8	26.4
Preferred	413,491,001	351,228,610	272,678,680	51.6	17.7	28.8
Funded debt	2,614,351,715	1,999,417,374	1,268,607,372	106.1	30.8	57.6
Real estate mortgages	6,285,349	5,593,168	2,342,341	168.3	12.4	138.8
Floating debt	160,844,759	279,910,481	222,857,837	—27.8	—42.5	25.6

[1] A minus sign (—) denotes decrease.
[2] Excludes 1 company in 1917, 5 in 1912, and 6 in 1907, not represented by capitalization; 1917 includes 6 companies with no stock and $187,509 funded debt, and 10 companies with cash investment aggregating $1,613,990 tabulated as the equivalent of capital stock.

Table 53—Continued.	CAPITALIZATION.					
	1917	1912	1907	Per cent of increase.[1]		
				1907–1917	1912–1917	1907–1912
OPERATING COMPANIES—continued.						
Dividends	$48,337,435	$51,650,117	$26,454,732	82.7	−6.4	95.2
Amount of interest:						
On funded debt	110,506,977	98,025,338	63,740,744	86.9	21.5	53.8
On unfunded debt	8,606,041					
LESSOR COMPANIES.						
Capitalization	905,435,741	752,354,195	964,613,186	−6.1	20.3	−22.0
Capital stock	467,605,638	422,046,164	554,439,854	−15.6	10.8	−23.9
Common	419,529,282	364,313,464	506,329,754	−17.1	15.2	−28.0
Preferred	48,166,356	57,732,700	48,110,100	0.1	−16.6	20.0
Funded debt	436,827,557	329,803,954	408,455,868	6.9	32.5	−19.3
Real estate mortgages	912,546	504,077	1,717,464	−46.9	81.0	−70.6
Floating debt	5,747,469	16,251,316	56,059,260	−89.7	−64.6	−71.0
Dividends	24,925,706	19,342,101	28,080,542	−11.1	28.9	−31.0
Amount of interest on funded debt	16,147,380	15,284,132	17,702,263	−8.8	6.0	−13.9

[1] A minus sign (−) denotes decrease.

The table shows dividends and interest. Floating debt has been included, though not as a factor of capitalization, because interest on funded debt was not reported separately in 1912. Floating debt, however, includes to a large degree funds used to carry on the business, and though carried on short-term notes they are of a quasi-permanent character.

The cash investments of municipalities and individuals have been tabulated as the equivalent of common stock. These investments are of minor importance, and do not materially affect the totals.

The par value of the outstanding capitalization reported for 1917 is an increase of $817,558,432, or 17.3 per cent, over that for 1912, while the track mileage represented by capitalization increased by 3,459.71 miles—from 40,439.40 in 1912 to 43,899.11 in 1917, or 8.6 per cent. The increase in capitalization for 1912 over that of 1907 was $935,833,485, or 24.8 per cent, and in track mileage 6,605.86 miles, or 19.5 per cent. The increase in capitalization reported for 1907 over that of 1902 was $1,466,489,997, or 63.5 per cent, and in track mileage owned, 11,597.15 miles, or 51.5 per cent. Of the two factors, track and capitalization, track mileage is the most satisfactory indication of the growth in electric railways. Comparable with the increase in capitalization, 17.3 per cent for 1912–1917 and 24.8 per cent for 1907–1912, is the increase in revenue passenger traffic for the same period—18.4 per cent and 28.3 per cent, respectively—and in railway operating revenue, 21.3 per cent and 33.7 per cent, respectively.

Table 54 shows the per cent distribution of capitalization for the census years 1917, 1912, and 1907. To arrive at the net capitalization it is necessary to deduct the treasury securities in the form of stocks and bonds of electric railway companies held by the reporting companies, and, further, to deduce the net capitalization applicable to the electric railways, the investments in other securities and nonrailway properties are to be deducted. The net capitalization thus obtained was $5,056,554,324 in 1917, and exclusive of floating debt, $4,889,962,096, or $115,186 per mile of track in the former case and $111,391 in the latter.

Table 54	Census year.	CAPITALIZATION PERCENTAGES (BASED ON TABLE 53).				
		Per cent distribution.			Per cent of total.	
		All companies.	Operating companies.	Lessor companies.	Operating companies.	Lessor companies.
Capitalization	1917	100.0	100.0	100.0	83.6	16.4
	1912	100.0	100.0	100.0	84.0	16.0
	1907	100.0	100.0	100.0	74.5	25.5
Capital stock	1917	44.7	43.4	51.7	81.1	18.9
	1912	50.5	49.4	56.1	82.3	17.7
	1907	55.5	54.8	57.5	73.6	26.4
Common	1917	36.4	34.5	46.4	79.2	20.8
	1912	41.8	40.5	48.4	81.5	18.5
	1907	47.0	45.1	52.5	73.2	26.8
Preferred	1917	8.3	8.9	5.8	89.6	10.4
	1912	8.7	8.9	7.7	85.9	14.1
	1907	8.5	9.7	5.0	85.0	15.0
Funded debt and real estate mortgages.	1917	55.3	56.6	48.3	85.7	14.3
	1912	49.5	50.6	43.9	85.9	14.1
	1907	44.5	45.2	42.5	75.6	24.4

Table 55 presents the statistics for 1917, 1912, and 1907 with percentages of increase.

The net capitalization per mile of track for the several divisions and states is given in Table 150 (p. 43) for 1917, 1912, and 1907, and is summarized in Table 56 on page 54.

Table 55

	CAPITALIZATION, INCLUDING FLOATING DEBT.					
	1917	1912	1907	Per cent of increase.[1]		
				1907–1917	1912–1917	1907–1912
Capital stock	$2,472,846,651	$2,279,846,312	$2,097,708,856	17.9	4.0	13.4
Common	2,012,188,294	1,879,208,688	1,776,938,656	13.2	2.1	10.9
Preferred	460,657,357	400,637,624	320,770,200	43.9	12.9	27.5
Funded debt	3,051,179,272	2,239,221,828	1,677,052,240	81.9	31.0	33.9
Real estate mortgages	7,197,895	6,097,245	4,059,805	77.3	18.1	50.2
Floating debt	166,502,228	286,161,797	278,927,097	—40.3	—42.7	6.2
Total	5,698,516,046	5,098,527,183	4,057,738,098	40.4	13.7	25.5
Stocks and bonds of other electric railway companies and treasury securities	200,489,091	200,105,164	237,806,088	64.1	0.4	51.4
Net capitalization	5,398,026,955	4,898,722,019	3,819,932,895	39.0	14.1	21.8
Investments in other securities and nonrailway properties	251,772,631	105,145,230	126,708,104	94.1	139.5	—23.1
Net capitalization based on electric railways:						
Inclusive of floating debt [2]	5,646,554,224	4,545,576,789	3,693,094,891	27.3	11.2	23.4
Per mile of track	115,188	112,495	107,942			
Exclusive of floating debt [2]	4,879,987,696	4,249,414,972	3,414,167,794	42.6	15.1	24.5
Per mile of track	111,301	105,081	100,615			

[1] A minus sign (—) denotes decrease.

[2] Includes real estate mortgages.

Table 56

DIVISION.	NET CAPITALIZATION PER MILE OF TRACK.		
	1917[1]	1912	1907
United States	$111,301	$104,930	$100,495
New England	64,502	61,577	54,724
Middle Atlantic	138,287	134,702	140,724
East North Central	89,245	87,102	87,202
West North Central	96,654	97,907	102,948
South Atlantic	120,171	128,409	112,012
East South Central	97,513	92,051	98,925
West South Central	96,735	93,272	100,083
Mountain	71,959	77,514	76,256
Pacific	125,724	145,428	102,272

[1] Includes real estate mortgages—not included in 1912 and 1907. Net capitalization per mile of track for the United States, 1917, exclusive of real estate mortgages, $111,222.

The vagaries in the figures, in some cases an increase followed by a decrease, and vice versa, are due to diverse causes—varying proportion of expensive and cheap line construction, the inclusion to a greater or less extent of power-plant investments, etc.

Capitalization is confined to the securities representing continuing or permanent investments. Undoubtedly in many cases some of the current liabilities should be considered as capitalization, but it is impossible to determine to what extent.

Table 57 is a summary of the statistics for capital stock, funded debt, and current liabilities for the years 1917, 1912, and 1907.

Table 57

	CAPITALIZATION AND CURRENT LIABILITIES.					
	1917	1912	1907	Per cent of increase.[1]		
				1907–1917	1912–1917	1907–1912
Total	$6,115,804,322	$5,315,256,541	$4,263,243,100	43.5	15.1	24.7
Capitalization	5,532,223,818	4,714,655,286	3,778,831,901	46.4	17.3	24.8
Capital stock	2,472,846,651	2,279,846,312	2,097,708,856	17.9	4.0	13.4
Funded debt	3,051,179,272	2,239,221,828	1,677,052,240	81.9	31.0	33.9
Real estate mortgages	7,197,895	6,097,245	4,059,805	77.3	18.1	50.2
Current liabilities	583,580,504	600,598,155	484,411,199	20.5	— 2.8	24.0
Floating debt	166,502,228	286,161,797	278,927,097	—40.3	—42.7	6.2
Other current liabilities	416,988,286	304,431,358	205,484,102	102.9	37.0	48.2
Per cent of total:						
Capitalization	90.5	88.7	88.6			
Floating debt	2.7	5.6	6.6			
Other current liabilities	6.8	5.7	4.8			

[1] A minus sign (—) denotes decrease.

Capitalization and cost of construction.—In the majority of cases the investment in road and equipment as reported in the balance sheet approximates to the par value of the outstanding stocks and bonds. There are some exceptions to the rule, due chiefly to the practice of some companies of investing a portion of their earnings in plant and equipment without an accompanying increase in capitalization. Table 58 compares the investment in road and equipment reported by both operating and lessor companies with net capitalization for 1917, 1912, and 1907. In 1902 the investment in road and equipment was $2,167,634,077, and the net capitalization was $2,117,619,302.

Table 58	ROAD AND EQUIPMENT AND NET CAPITALIZATION.					
	1917	1912	1907	Per cent of increase.		
				1907-1917	1912-1917	1907-1912
Road and equipment	$5,136,441,599	$4,596,563,292	$3,637,668,708	41.2	11.7	26.4
Net capitalization [1]	4,889,962,096	4,249,414,972	3,404,167,704	43.6	15.1	24.8
Balance	246,479,503	347,148,320	233,501,004			
Per cent of road and equipment:						
Net capitalization	95.2	92.5	93.6			
Balance	4.8	7.5	6.4			

[1] Includes real estate mortgages.

Analysis of dividends and interest.—Table 59 presents an analysis of the statistics relating to dividends and interest for all companies for 1917, 1912, and 1907.

Table 59	OPERATING AND LESSOR COMPANIES COMBINED: ANALYSIS OF DIVIDENDS AND INTEREST.					
	1917	1912	1907	Per cent of increase.[1]		
				1907-1917	1912-1917	1907-1912
CAPITAL STOCK.						
Number of companies reporting	1,300	1,255	1,230			
Number of companies declaring dividends	492	473	398	23.6	4.0	18.8
Per cent of total	37.8	37.5	30.7			
Amount outstanding	$2,473,846,651	$2,379,346,312	$2,097,708,856	17.9	4.0	13.4
Amount on which dividends were declared	$1,218,361,417	$1,267,985,989	$1,012,939,430	20.3	−3.9	25.2
Per cent of total	49.2	53.3	48.3			
Amount of dividends	$73,263,141	$70,992,218	$54,485,274	34.5	3.2	30.3
Average rate (per cent)	6.0	5.6	5.4			
COMMON STOCK.						
Number of companies reporting	1,300	1,255	1,230			
Number of companies declaring dividends	409	401	321	27.4	2.0	24.9
Per cent of total	31.5	31.8	26.2			
Amount outstanding	$2,012,189,294	$1,970,385,003	$1,776,920,076	13.2	2.1	10.9
Amount on which dividends were declared	$968,306,905	$997,135,284	$805,210,600	19.0	−3.9	23.8
Per cent of total	47.6	50.6	45.3			
Amount of dividends	$60,772,290	$58,759,715	$44,960,796	35.2	3.4	30.7
Average rate (per cent)	6.3	5.9	5.6			
PREFERRED STOCK.						
Number of companies reporting	299	266	204			
Number of companies declaring dividends	175	140	97		25.0	
Per cent of total	58.5	52.6	47.5			
Amount outstanding	$461,657,357	$408,961,310	$320,788,780	43.9	12.9	27.5
Amount on which dividends were declared	$260,055,512	$270,800,705	$207,718,830	25.2	−4.0	30.4
Per cent of total	56.3	66.2	64.8			
Amount of dividends	$12,490,851	$12,232,503	$9,524,478	31.1	2.1	28.4
Average rate (per cent)	4.8	4.5	4.6			
FUNDED DEBT AND REAL ESTATE MORTGAGES.						
Number of companies reporting	1,047	968	992			
Amount outstanding	$3,058,377,167	$2,335,319,073	$1,681,123,045	81.9	31.0	38.9
Floating debt	166,592,228	206,161,797	278,927,097	−40.3	−43.7	6.2
Amount of interest:						
On funded debt and real estate mortgages	126,654,357	113,259,470	81,771,226	65.4	19.4	38.5
On unfunded debt (operating companies)	8,606,041					

[1] A minus sign (−) denotes decrease; percentage not computed when base is less than 100.

Of the 1,300 operating and lessor companies represented by capital stock in 1917, only 37.8 per cent declared dividends, the stock on which dividends were declared constituting 49.2 per cent of the capital stock for all companies. This is a somewhat less proportion than in 1912 (53.3 per cent), though it exceeds that of 1907 (48.3 per cent). In 1902 dividends were paid on 49 per cent of the total amount of outstanding stock.

The amount of dividends paid, $73,263,141, represents an average rate of return of 6 per cent on the stock of the companies declaring dividends, but a little less than 3 per cent on the basis of capital stock of all companies. In effect, the holders of one-half of the outstanding capital stock received a return of 6 per cent and the balance nothing.

Table 60 presents an analysis of the statistics for capital stock and dividends for 1917, with a segregation of the operating and lessor companies and a classification of the companies paying dividends on common stock according to four groups: (1) "20 per cent and over"; (2) "10 per cent but less than 20 per cent"; (3) "over 6 per cent but less than 10 per cent"; and (4) "6 per cent or less."

Table 60

	ANALYSIS OF DIVIDENDS AND INTEREST ON FUNDED DEBT: 1917.		
	All companies.	Operating companies.	Lessor companies.
CAPITAL STOCK.			
Number of companies	1,300	936	364
Declaring dividends	492	298	194
No dividends	808	638	170
Capital stock outstanding	$2,473,846,651	$2,006,151,013	$467,695,638
Amount on which dividends were declared	$1,218,361,417	$882,834,309	$335,527,108
Dividends	$73,263,141	$48,337,435	$24,925,706
Average rate (per cent)	6.0	5.4	7.4
Amount on which dividends were not declared	$1,255,485,234	$1,123,316,704	$132,168,530
COMMON STOCK.			
Number of companies	1,300	936	364
Declaring dividends on common stock	[1] 409	[1] 222	187
No dividends	891	714	177
Common stock outstanding	$2,012,189,294	$1,592,660,012	$419,529,282
Amount on which dividends were declared	[1] $958,305,905	[1] $650,848,353	$307,457,552
Dividends	[1] $60,772,290	[1] $37,471,235	$23,301,055
Average rate (per cent)	6.3	5.8	7.6
DIVIDEND RATE GROUPS.			
(1) 20 per cent and over:			
Number of companies	24	5	19
Common stock	$47,489,165	$38,428,200	$9,060,965
Dividends	$10,728,220	$7,879,350	$2,848,870
Average rate (per cent)	22.6	20.5	31.4
(2) 10 per cent but less than 20 per cent:			
Number of companies	41	18	23
Common stock	$45,907,815	$24,187,400	$21,720,415
Dividends	$5,719,040	$2,498,798	$3,220,242
Average rate (per cent)	12.5	10.3	14.8
DIVIDEND RATE GROUPS—continued.			
(3) Over 6 per cent but less than 10 per cent:			
Number of companies	79	51	28
Common stock	$261,065,965	$113,477,660	$147,588,295
Dividends	$19,621,186	$8,670,002	$10,951,184
Average rate (per cent)	7.5	7.6	7.4
(4) 6 per cent or less:			
Number of companies	264	147	117
Common stock	$603,743,642	$474,655,765	$129,087,877
Dividends	$24,452,000	$18,171,241	$6,280,759
Average rate (per cent)	4.1	3.8	4.9
Amount on which dividends were not declared	$1,053,883,389	$941,811,659	$112,071,730
PREFERRED STOCK.			
Number of companies reporting preferred stock	299	266	33
Declaring dividends on preferred stock	175	150	25
No dividends	124	116	8
Preferred stock outstanding	$461,657,357	$413,491,001	$48,166,356
Amount on which dividends were declared	$260,055,512	$231,985,956	$28,069,556
Dividends	$12,490,851	$10,866,200	$1,624,651
Average rate (per cent)	4.8	4.7	5.8
Amount on which dividends were not declared	$201,601,845	$181,505,045	$20,096,800
FUNDED DEBT AND REAL ESTATE MORTGAGES.			
Number of companies reporting funded debt	1,047	800	247
Amount outstanding	$3,058,377,167	$2,620,637,064	$437,740,103
Funded debt	[2] $3,051,179,272	$2,614,351,715	$436,827,557
Real estate mortgages	$7,197,895	$6,285,349	$912,546
Interest on funded debt and real estate mortgages	$126,654,357	$110,506,977	$16,147,380

[1] Includes the Chicago Railways Co. which is not included in the distribution by "Dividend rate groups." The capital stock of the Chicago Railways Co., $100,000 ($99,227.55 outstanding), constitutes the basis of participating certificates representing 265,100 equal parts, divided into four classes: (1) 30,800, (2) 124,300, (3) 60,000, and (4) 50,000. Series 1, 2, and 3 are entitled to cumulative dividends of $8 per part in order of priority and series 4 to remaining profits. Dividend appropriations in 1917, $251,844. On Aug. 1, 1917, $8 per part was paid on certificates of series 1.

[2] Includes $145,071,182 of nonnegotiable debt to affiliated companies (operating companies $99,885,227; lessor companies, $45,185,955).

Quite a number of the lessor companies, chiefly in Pennsylvania, show a high dividend return on their common stock—19 of group "1" an average rate of 31.4 per cent and 23 of group "2" an average rate of 14.8 per cent. The chief factor in group "1" of the operating companies is the Interborough Rapid Transit Co. (New York), with common stock of $35,000,000 and dividends of $7,000,000. Of the 936 operating companies, 638, or 68.2 per cent of the total number, paid no dividends on either preferred or common stock. Of the 266 companies in this group which reported preferred stock, 116, or 43.6 per cent, paid no dividends thereon. Of the total number of operating companies, 714, or 76.3 per cent, paid no dividends on common stock. Of the remaining 222 companies, dividends on common stock not to exceed 6 per cent, with an average of 3.8 per cent, were paid by 147, or 15.7 per cent of the companies; of over 6 per cent but less than 10 per cent, with an average of 7.6 per cent, by 51, or 5.4 per cent of the companies; and of 10 per cent or over, with an average of 16.6 per cent, by 23, or 2.5 per cent of the companies.

Referring to the matter of funded debt, it can not be assumed that the interest disbursements are applicable to the total funded debt and real estate mortgages, aggregating $3,058,377,167, as in some cases funds are used as collateral for floating debt, and in some instances interest was not paid, the companies being in the hands of receivers.

Capitalization per mile of road of electric railways and steam roads.—Table 61 presents a comparison of the capitalization per mile of road of the electric railways and steam roads. The statistics are on the basis of road or line mileage to conform to the practice of the Interstate Commerce Commission. The portion of total amount held by railway companies deducted from gross capitalization involves assignments which can not be made even by the reporting companies with any considerable accuracy. Funded debt constitutes 56.2 per cent of the gross capitalization of the steam roads in 1917 and 56.3 per cent in 1912, and 55.3 per cent of the gross capitalization of the electric railway companies in 1917 and 49.5 per cent in 1912.

Table 61

	Census year.	CAPITALIZATION STATISTICS—ELECTRIC RAILWAYS AND STEAM ROADS: 1917 AND 1912.				
		Total—Electric railways and steam roads.	Electric railways.	Steam roads.	Per cent of total.	
					Electric railways.	Steam roads.
Total amount reported as outstanding	1917	$26,781,861,059	$5,532,223,818	$21,249,357,241	20.7	79.3
	1912	24,467,201,650	4,714,665,386	19,752,536,264	19.3	80.7
Stock	1917	11,776,377,632	2,473,846,651	9,302,530,981	21.0	79.0
	1912	11,001,747,134	2,379,346,313	8,622,400,821	21.6	78.4
Funded debt [1]	1917	15,005,203,427	3,058,377,167	11,946,826,260	20.4	79.6
	1912	13,465,454,516	2,335,319,073	11,130,135,443	17.3	82.7
Portion of total amount held by railway companies	1917	5,489,832,946	642,261,722	4,847,571,224	11.7	88.3
	1912	5,130,186,028	465,250,414	4,664,935,614	9.1	90.9
Net amount not held by railway companies	1917	21,291,748,113	4,889,962,096	16,401,786,017	23.0	77.0
	1912	19,337,015,622	4,249,414,972	15,087,600,650	22.0	78.0
Miles of road represented	1917	277,875.36	31,968.95	245,906.41	11.5	88.5
	1912	267,458.22	29,991.42	237,466.80	11.2	88.8
Average amount per mile of road	1917	$76,623	$152,960	$66,669	.....	.....
	1912	72,299	141,668	63,535	.....	.....

[1] Includes real estate mortgages for electric railways, 1917, $7,197,895; 1912, $5,097,245.

Capitalization of companies classified according to income from railway operations.—Table 62 presents capitalization statistics for companies classified according to income from railway operations for 1917, 1912, and 1907; and the per cent distribution of the several items by class groups are given in Table 63 on page 58.

Table 62

ACCOUNT AND GROUP.	CAPITALIZATION OF OPERATING AND LESSOR COMPANIES COMBINED, CLASSIFIED ACCORDING TO INCOME FROM RAILWAY OPERATIONS: CLASS A, OVER $1,000,000; CLASS B OVER $250,000 TO $1,000,000; CLASS C, $250,000 AND LESS.					
	1917	1912	1907	Per cent of increase.[1]		
				1907–1917	1912–1917	1907–1912
Number of companies	1,307	1,260	1,230	.....	.....	.....
Class A	408	283	240	.....	.....	.....
Class B	228	217	214	.....	.....	.....
Class C	671	760	776	.....	.....	.....
Miles of track owned [2]	43,899.11	40,439.40	33,833.54	29.8	8.6	19.5
Class A	25,416.24	20,976.16	15,346.60	65.6	21.2	36.7
Class B	10,130.97	9,544.20	8,336.78	21.5	6.1	14.5
Class C	8,351.90	9,919.04	10,150.16	−17.7	−15.8	−2.3
Capitalization [3]	$5,532,223,818	$4,708,568,141	$3,774,772,096	46.6	17.5	24.7
Class A	4,115,122,137	3,261,909,701	2,443,813,815	68.4	26.5	33.1
Class B	984,959,803	835,806,276	672,081,782	30.1	13.2	22.9
Class C	432,142,179	630,852,164	658,876,499	−26.8	−23.6	−4.3
Capital stock	2,473,846,651	2,379,346,313	2,097,708,856	17.9	4.0	13.4
Class A	1,761,579,381	1,575,441,509	1,356,564,140	29.9	11.8	16.1
Class B	456,102,594	459,944,577	353,782,283	28.9	−0.8	30.0
Class C	256,164,746	343,960,227	387,362,434	−33.9	−25.5	−11.2
Funded debt [3]	3,058,377,167	2,329,221,826	1,677,063,240	82.4	31.3	38.9
Class A	2,353,542,756	1,676,468,192	1,087,249,675	116.5	40.4	54.2
Class B	478,856,978	365,861,699	318,299,500	50.4	30.9	14.9
Class C	225,977,433	286,891,937	271,514,065	−16.8	−21.2	5.7
Investments in securities and nonrailway property	642,261,722	465,250,414	374,664,197	71.4	38.0	24.2
Class A	480,056,882	309,929,016	212,395,041	126.0	54.9	45.9
Class B	116,069,451	87,403,903	72,184,390	60.8	32.8	21.1
Class C	46,135,389	67,917,495	90,084,766	−48.8	−32.1	−24.6
Net capitalization [3]	4,889,962,096	4,243,317,727	3,400,107,899	43.8	15.2	24.8
Class A	3,635,065,255	2,941,980,685	2,231,418,774	62.9	23.6	31.8
Class B	818,890,051	738,402,373	599,897,392	36.5	10.9	23.1
Class C	436,005,790	562,934,669	568,791,733	−23.3	−22.5	−1.0
Dividends	73,263,141	70,992,218	54,485,274	34.5	3.2	30.3
Class A	62,183,339	58,115,534	47,935,519	29.7	7.0	21.2
Class B	7,941,734	9,425,960	4,623,123	71.8	−15.7	103.9
Class C	3,138,068	3,450,724	1,926,632	62.9	−9.1	79.1
PER MILE OF TRACK.						
Capitalization	126,021	116,435	111,569	.....	.....	.....
Class A	161,909	155,029	159,241	.....	.....	.....
Class B	93,267	86,324	80,616	.....	.....	.....
Class C	57,728	63,600	64,913	.....	.....	.....
Capital stock	56,353	58,837	62,001	.....	.....	.....
Class A	69,309	75,106	88,398	.....	.....	.....
Class B	45,020	48,191	42,436	.....	.....	.....
Class C	30,671	34,677	38,163	.....	.....	.....

(See footnotes at end of table, p. 58.)

Table 62—Continued.

ACCOUNT AND GROUP.	CAPITALIZATION OF OPERATING AND LESSOR COMPANIES COMBINED, CLASSIFIED ACCORDING TO INCOME FROM RAILWAY OPERATIONS: CLASS A, OVER $1,000,000; CLASS B, OVER $250,000 TO $1,000,000; CLASS C, $250,000 AND LESS.					
	1917	1912	1907	Per cent of increase.[1]		
				1907-1917	1912-1917	1907-1912
PER MILE OF TRACK—continued.						
Capitalization—Continued.						
Funded debt [2]	$99,668	$57,598	$49,568	.....	.....	.....
Class A	92,600	79,923	70,846	.....	.....	.....
Class B	47,267	38,333	38,180	.....	.....	.....
Class C	27,057	28,923	26,750	.....	.....	.....
Net capitalization	111,391	104,930	100,495	.....	.....	.....
Class A	142,021	140,254	145,402	.....	.....	.....
Class B	80,830	77,367	71,958	.....	.....	.....
Class C	52,205	56,753	56,377	.....	.....	.....

[1] A minus sign (−) denotes decrease.
[2] Exclusive of track for which no capitalization was reported.
[3] Includes real estate mortgages ($7,197,895) in 1917; not included in 1912 and 1907. Statistics for 1917, exclusive of real estate mortgages, are as follows:

	Capitalization.	Funded debt.	Net capitalization.	Per mile of track.		
				Capitalization.	Funded debt.	Net capitalization.
Total	$5,526,025,923	$3,051,179,272	$4,882,764,201	$125,865	$69,508	$111,233
Class A	4,109,836,290	2,348,256,909	3,629,779,408	161,701	92,392	142,813
Class B	934,549,597	478,447,073	818,480,146	92,247	47,226	80,790
Class C	480,640,036	224,475,290	434,504,647	57,566	26,885	52,041

Table 63

	Census year.	PER CENT DISTRIBUTION OF CAPITALIZATION (BASED ON TABLE 62).		
		Class A.	Class B.	Class C.
Number of companies	1917	31.2	17.4	51.4
	1912	22.5	17.2	60.3
	1907	19.5	17.4	63.1
Miles of track	1917	57.9	23.1	19.0
	1912	51.9	23.6	24.5
	1907	45.4	24.6	30.0
Capitalization	1917	74.4	16.9	8.7
	1912	69.1	17.5	13.4
	1907	64.7	17.8	17.5
Capital stock	1917	71.2	18.4	10.4
	1912	66.2	19.3	14.5
	1907	64.7	16.9	18.4
Funded debt	1917	76.9	15.7	7.4
	1912	72.0	15.7	12.3
	1907	64.8	19.0	16.2
Investments in securities and nonrailway property.	1917	74.7	18.1	7.2
	1912	66.6	18.8	14.6
	1907	56.7	19.3	24.0
Net capitalization	1917	74.3	16.8	8.9
	1912	69.3	17.4	13.3
	1907	65.6	17.7	16.7
Dividends	1917	84.9	10.8	4.3
	1912	81.8	13.3	4.9
	1907	88.0	8.5	3.5

Capitalization of companies classified as "Elevated and subway" and "Surface."—Table 64 (p. 59) gives the capitalization statistics for the group designated as "Elevated and subway" in comparison with all other roads which are essentially surface roads and are so designated.

The small group of elevated and subway systems comprises 7 operating and 3 lessor companies in 1917, 7 operating and 2 lessor companies in 1912, and 6 operating and 3 lessor companies in 1907. The Hudson and New York tubes and subways have been the chief factor in increasing the average net capitalization per mile of track.

Capitalization by states.—The statistics for capitalization by states are given in Table 150 (p. 143). Lessor companies are credited to the state of the operating company. The gross capitalization for all states with more than $20,000,000 is shown graphically by Diagram 3 (p. 21) for 1917, 1912, and 1907, and the gross and net capitalization for states with $100,000,000 by Diagram 2 (p. 20).

Table 64

CAPITALIZATION STATISTICS—"ELEVATED AND SUBWAY" AND "SURFACE" GROUPS OF COMPANIES.

ACCOUNT AND GROUP.[1]	1917	1912	1907	Per cent of increase.[2] 1907-1917	1912-1917	1907-1912
Number of operating and lessor companies [3]	1,306	1,255	1,230			
Elevated and subway group	10	9	9			
Surface (or "all other") group	1,296	1,246	1,221			
Miles of track owned [4]	43,899.11	40,439.40	33,833.54	29.8	8.6	19.5
Elevated and subway	454.45	508.33	416.80	9.0	−10.6	22.0
Surface	43,444.66	39,931.07	33,416.74	30.0	8.8	19.5
Capitalization [5]	$5,532,223,818	$4,708,568,141	$3,774,772,096	46.6	17.5	24.7
Elevated and subway	653,277,287	438,820,350	294,532,500	121.8	48.9	49.0
Surface	4,878,946,531	4,269,747,791	3,480,239,596	40.2	14.3	22.7
Capital stock	2,473,846,651	2,379,346,313	2,097,708,856	17.9	4.0	13.4
Elevated and subway	206,642,450	206,881,350	160,745,500	28.6	−0.1	28.7
Surface	2,267,204,201	2,172,464,963	1,936,963,356	17.0	4.4	12.2
Funded debt [5]	3,058,377,167	2,329,221,828	1,677,063,240	82.4	31.3	38.9
Elevated and subway	446,634,837	231,939,000	133,787,000	233.8	92.6	73.4
Surface	2,611,742,330	2,097,282,828	1,543,276,240	69.2	24.5	35.9
Investments in securities and nonrailway property	642,261,722	465,250,414	374,664,197	71.4	38.0	24.2
Elevated and subway	35,291,644	22,955,047	27,918,732	26.4	53.7	−17.8
Surface	606,970,078	442,295,367	346,745,465	75.0	37.2	27.6
Net capitalization [5]	4,889,962,096	4,243,317,727	3,400,107,899	43.8	15.2	24.8
Elevated and subway	617,985,643	415,868,303	266,613,768	131.8	48.6	56.0
Surface	4,271,976,453	3,827,452,424	3,133,494,131	36.3	11.6	22.1
PER MILE OF TRACK.						
Total capitalization	126,021	116,435	111,569			
Elevated and subway	1,437,511	863,259	706,652			
Surface	112,308	106,938	104,147			
Capital stock	56,353	58,837	62,001			
Elevated and subway	454,709	406,962	385,666			
Surface	52,186	54,406	57,964			
Funded debt	69,668	57,598	49,568			
Elevated and subway	982,803	456,277	320,988			
Surface	60,117	52,523	46,183			
Net capitalization	111,391	104,930	100,495			
Elevated and subway	1,359,854	818,101	639,668			
Surface	98,331	95,851	93,770			

[1] The group classification involves all tracks of the companies assigned according to the principal class of track, the "Elevated and subway" group including a minor amount of surface tracks and the "Surface" (or "all other") group some elevated and subway trackage.
[2] A minus sign (−) denotes decrease.
[3] Excludes 1 company in 1917, 5 in 1912, and 6 in 1907, not represented by capitalization.
[4] Exclusive of track for which no capitalization was reported.
[5] Includes real estate mortgages ($7,197,895) in 1917; not included in 1912 and 1907.

CHAPTER VII.—FINANCIAL OPERATIONS.

INTRODUCTION.

Form of accounting.—The reports of the financial transactions of the electric railways conform to the system of accounts adopted by the Interstate Commerce Commission. In cases where the accounts of a reporting company differed from the standard form the differences were adjusted. The present system of accounts differs in some respects from that in use at prior censuses, and with respect to the major differences the statistics for 1912 have been adjusted to make them comparable with those for the present census. The principal changes are with respect to taxes and charges for sinking fund, which accounts were treated under deductions from income in 1912. Taxes are now considered a deduction from operating revenues, and charges for sinking fund a "Disposition of net income" account.

As a rule the statistics are based upon bookkeeping entries. In only a few cases was it necessary to resort to estimates for the segregation of totals, and in such cases the distribution is based upon per cent ratios derived from the reports of selected companies.

Parks, resorts, and other like attractions operated by an electric railway for the purpose of attracting traffic are included as parts of the railway system. The cost of maintenance and operation is charged to traffic expense, the account being credited with all income from admittance fees, sale of privileges, etc. When operated for other purposes than that of inducing travel upon the line it is considered an auxiliary operation.

In cases where a company gives light and power service and a separate report could not be made for the same, distinct from railway operations, the railway report includes the investment, income, and expenses of the light and power department, and the accounts are handled as auxiliary operations. In the case of a company carrying on other business in connection with the operation of an electric railway, with a few exceptions when these were reported as an auxiliary operation, the net income from the nonrailway business is reported as a nonoperating income, the account being charged with the taxes, the cost of maintaining and operating same, and all incidental and other expenses connected therewith. The investment therein appears in the balance sheet as "Other physical property." A notable exception to the rule was made in the case of the Hudson Terminal Buildings of the Hudson & Manhattan Railroad (New York), from which there is a large income from office rentals. The revenues and expenses therefor were reported as auxiliary operations and the investment in part under "Road and equipment" and in part (those made since 1908) under "Other physical property."

Ferries are factors in the operations of the San Francisco-Oakland Terminal Railway, operating five boats between San Francisco and Oakland, and the Charleston-Isle of Palms Traction Co. (South Carolina). They are operated as connecting links in the railway systems. The Atlantic City & Shore Railroad Co., of New Jersey, operates steamboats between Longport and Ocean City, and the financial data therefor are reported as auxiliary operations.

Reference has been made to the group of roads designated as "Miscellaneous" (class Z), which are not in the same class with the companies operated during the full year for traffic and primarily for passenger traffic. Of the 26 roads represented by this class, 7 were operated by animal traction exclusively (1 each in Arkansas, Georgia, Kansas, Kentucky, Missouri, Ohio, and Texas), with 10.11 miles of owned track; 2 are inclined cable roads (1 in Colorado and 1 in New York), with 1.25 miles of owned track; 1 road, the Niagara Junction Railway, with 19.17 miles of track, does a switching business only; 3 roads began operations within the year (1 in Illinois, 1 in Minnesota, and the municipal railway of Tacoma, Wash.), with 21.06 miles of owned track; 5 were roads operated as summer roads or otherwise during portions of the year (2 in New York and 1 each in Maryland, New Hampshire, and New Jersey), with 11.93 miles of owned track; and 10 roads were operated for a portion of the year and the operations suspended and in some cases the road abandoned and dismantled during the year or soon thereafter. The roads comprising this last-named group are distributed by states, as follows: 2 in Oklahoma and 1 each in Georgia, Idaho, Indiana, New Jersey, New York, Tennessee, Texas, and Virginia, and represent 59.18 miles of track.

The 26 companies owned in the aggregate 118.93 miles of track and reported 1,680,694 revenue passengers and 547,698 car miles. There are a few companies not included in the miscellaneous group whose operations are largely confined to the summer or tourist season. They assume considerable proportions and their organization expenses, taxes, and fixed charges were accruing and payable for the entire year.

Totals for states.—The financial statistics for the states represent all operations of the companies credited to the respective states. The operations of some companies are not confined to the home state, and hence financial statistics for all states are not coextensive with the trackage within the state. In the case of companies operating roads that lie in more than one state, an estimated apportionment of the revenues has been made on the basis of state trackage, and these adjustments figure in Table 112 (p. 89), which shows the income from railway operations within the confines of the respective states commensurate with the

miles of track operated therein, whether by companies within or without the state.

INCOME ACCOUNT.

All income from railway operations originates with the operating companies, the income of the lessor companies (rentals) being reported as an expense by the operating companies. Reports are therefore secured from the lessor or nonoperating companies. The majority of these are owners of track which at one time was operated by the company. There are also a number of companies which do not own any track but have leasehold interests which are subleased to an operating company. These companies were at one time operating companies, and in many cases made considerable investments in the way of betterments and improvements during the operating period.

Gross income.—The income from all sources of the 1,307 operating and lessor companies was $773,324,541 in 1917, of which amount $42,759,850 was reported by the lessor companies as income from rentals paid by the operating companies. Excluding this duplication, the total income was $730,564,691, comparable with $586,391,363 in 1912 and $430,156,570 in 1907, which figures show an increase of 24.6 per cent for the period 1912-1917 and 36.3 per cent for the period 1907-1912.

Table 65 shows the income of the operating companies, according to source, for the years 1917 and 1912 and percentages of increase for the various items.

Table 65

ACCOUNT.	INCOME OF OPERATING COMPANIES, BY SOURCE.		
	1917	1912	Per cent of increase.[1]
Income from all sources	$730,108,040	$585,930,517	24.6
Operating revenues	709,825,092	567,511,704	25.1
Railway operations	650,149,806	535,996,122	21.3
Passenger	603,129,620	502,651,637	20.0
Baggage, express, and milk	4,965,566	3,687,947	34.6
Parlor, sleeping, dining, and special car	957,966	1,036,520	−7.6
Mail	614,678	723,840	−15.1
Freight	18,546,504	10,165,616	82.4
Miscellaneous transportation revenue	1,066,138	1,919,413	−44.5
Power revenue	6,710,099	5,515,475	21.7
Rent of tracks, equipment, and other railway property and facilities	7,413,335	10,295,874	37.5
Other railway operating revenue	6,745,900		
Auxiliary operations	59,675,286	31,515,582	89.4
Nonoperating income	20,282,948	18,418,813	10.1
PER CENT OF INCOME FROM ALL SOURCES.			
Operating revenues	97.2	96.9	.....
Railway operations	89.0	91.5	.....
Passenger	82.6	85.8	.....
Parlor, sleeping, dining, and special car	0.1	0.2	.....
Freight, mail, baggage, express, and milk	3.3	2.5	.....
Other railway operating revenues	3.0	3.0	.....
Auxiliary operations	8.2	5.4	.....
Nonoperating income	2.8	3.1	.....

[1] A minus sign (−) denotes decrease.

Notable factors are the relatively large increase in auxiliary operations, chiefly in light and power business, and the decrease in mail and in special car revenues. Table 66 gives comparative statistics for 1917, 1912, and 1907, for income from all sources of the operating companies by divisions and states, the states being ranked according to income in 1917.

Table 66

DIVISION AND STATE.	INCOME FROM ALL SOURCES OF OPERATING COMPANIES, BY GEOGRAPHIC DIVISIONS AND STATES.				
	1917	1912	1907	Rank. 1917	Rank. 1912
United States	$730,108,040	$585,930,517	$429,744,254	.....	.....
Geographic divisions:					
Middle Atlantic	242,836,296	198,038,906	150,475,317	1	1
East North Central	182,907,451	139,260,473	101,418,112	2	2
New England	71,122,331	57,423,017	46,751,626	3	3
South Atlantic	59,905,984	41,368,967	29,604,986	4	6
West North Central	58,255,067	45,179,223	33,865,459	5	5
Pacific	57,775,893	56,293,175	33,576,347	6	4
West South Central	24,130,903	18,853,761	12,706,325	7	7
East South Central	20,898,752	17,562,259	13,646,689	8	8
Mountain	12,280,363	11,950,736	7,699,393	9	9
New York	145,077,997	123,523,376	91,685,673	1	1
Pennsylvania	75,235,006	56,194,047	45,706,986	2	2
Illinois	68,208,251	55,899,544	40,951,652	3	3
Ohio	58,901,030	40,706,038	31,274,901	4	4
Massachusetts	45,450,663	37,490,704	31,073,962	5	5
California	34,419,699	34,845,771	21,545,797	6	6
Michigan	26,384,377	17,864,692	11,031,974	7	9
Missouri	25,517,978	21,240,533	18,082,733	8	7
Delaware, Maryland, and District of Columbia	22,582,897	17,318,667	12,890,776	(1)	(1)
New Jersey	22,533,293	18,321,483	13,062,658	9	8
Indiana	19,929,353	16,142,075	11,496,765	10	10
Connecticut and Rhode Island	18,614,261	14,457,064	11,838,033	(2)	(2)
Washington	16,069,050	13,590,933	8,402,560	11	11
Texas	13,005,596	8,514,403	4,857,997	13	16
Minnesota	12,427,603	9,685,158	7,056,508	14	13
Iowa	11,352,494	7,452,454	4,391,140	16	18
Georgia	10,485,113	7,421,747	4,720,595	17	19
Virginia	10,351,030	7,247,056	5,401,415	18	20
Wisconsin	9,484,440	8,648,124	6,662,817	19	15
Tennessee	7,554,997	6,151,953	4,480,991	20	24
Oregon	7,287,144	7,856,471	3,627,990	21	17
Louisiana	6,908,566	6,998,131	5,994,975	22	21
West Virginia	6,867,353	3,708,197	2,568,725	23	23
Kentucky	6,468,973	6,155,248	4,791,933	24	28

[1] Maryland, 1917 and 1912, 12; District of Columbia, 1917 and 1912, 25; Delaware, 1917, 36; 1912, 37. [2] Connecticut, 1917, 15; 1912, 14; Rhode Island, 1917 and 1912, 26.

Table 66—Continued.

DIVISION AND STATE.	INCOME FROM ALL SOURCES OF OPERATING COMPANIES, BY GEOGRAPHIC DIVISIONS AND STATES.				
	1917	1912	1907	Rank.	
				1917	1912
Colorado	$5,826,512	$6,630,480	$4,483,254	27	22
Alabama	5,644,070	4,344,668	3,467,476	28	27
Maine	4,924,671	3,598,617	2,293,197	29	30
Nebraska	4,513,631	3,618,337	2,744,104	30	29
Kansas	4,176,774	2,944,154	1,478,846	31	32
South Carolina	3,904,471	1,355,270	1,336,457	32	38
Nevada and Utah	3,795,453	3,375,218	(1)	(2)	(2)
North Carolina	3,270,606	2,348,715	1,295,477	34	33
Florida	2,444,514	1,969,315	1,371,541	35	34
Oklahoma	2,226,474	1,449,278	577,957	37	36
Arkansas	1,990,267	1,891,949	1,275,396	38	35
Montana	1,519,883	1,065,597	902,621	39	40
New Hampshire	1,257,678	1,250,391	1,092,182	40	39
Mississippi	1,225,712	910,390	906,289	41	41
Vermont	875,058	631,241	454,252	42	42
New Mexico and Arizona	613,333	360,288	(1)	.....	.....
Idaho and Wyoming	524,182	519,153	(1)	.....	.....
North Dakota and South Dakota	266,587	238,587	112,129	.....	.....

[1] Figures not available. Total for Arizona, Idaho, Nevada, New Mexico, Utah, and Wyoming, $2,313,518. [2] Utah, 1917, 33; 1912, 31.

Table 67 gives the per cent distribution of the number of companies and of the income from all sources, by geographic divisions, for the three censuses 1917, 1912, and 1907, the division being ranked according to income in 1917.

Table 67

DIVISION.	PER CENT OF TOTAL.					
	Number of companies.			Income from all sources.		
	1917	1912	1907	1917	1912	1907
United States	100.0	100.0	100.0	100.0	100.0	100.0
Middle Atlantic	25.6	25.2	26.3	33.3	33.8	35.0
East North Central	23.6	22.8	23.4	25.0	23.8	23.6
New England	9.1	9.3	12.6	9.7	9.8	10.9
South Atlantic	10.0	11.0	10.6	8.2	7.1	6.9
West North Central	8.8	8.7	7.8	8.0	7.7	7.9
Pacific	6.4	6.2	6.7	7.9	9.6	7.8
West South Central	7.2	8.1	5.3	3.3	3.2	3.0
East South Central	5.2	4.6	4.3	2.9	3.0	3.2
Mountain	4.1	4.1	3.0	1.7	2.0	1.8

Condensed income account of operating companies.—The income account of operating companies in a condensed form, by geographic divisions and states, for 1917 and 1912, and for Hawaii and Porto Rico for 1917, is given in Table 151 (p. 146). This table gives the per cent relation of expenses to revenues, designated as "per cent ratio, expenses to revenues," which for all roads increased from 58.7 per cent in 1912 to 63.8 per cent in 1917. The New England division shows the highest per cent ratio for both years, 75.3 per cent in 1917 and 66 per cent in 1912, followed by the Pacific division in 1917, 69.3 per cent, and the West Central divisions in 1912, each 61 per cent.

Table 68 is a presentation of the consolidated income account of the operating companies, of the companies reporting a net income, and of the companies reporting a net deficit, for 1917, 1912, and 1907.

The income of the operating companies from all sources increased by 24.6 per cent during the period 1912–1917 and by 36.3 per cent between 1907 and 1912, and the operating revenues by 25.1 per cent during the period 1912–1917 and 35.7 per cent between 1907 and 1912; but the net operating revenues in 1917 exceeded those of 1912 by only 9.6 per cent, although in 1912 they were 40.6 per cent greater than in 1907, and after deducting for rentals on account of leased roads, interest on funded and unfunded debt, and miscellaneous deductions, the net income was but $56,450,930 in 1917, or 8.8 per cent less than in 1912, though the net income in 1912 was 53.5 per cent in excess of that of 1907. The dividends declared in 1917 were in amount 6.4 per cent less than in 1912, and the surplus decreased 20.9 per cent.

In reference to the companies that reported a net income, the number was 559, or 59.3 per cent of the total, in 1917, as compared with 637, or 65.3 per cent, in 1912, and 672, or 71.6 per cent, in 1907; and the gross income of these companies constituted 88.3 per cent of the gross income of all companies, as compared with 92 per cent in 1912 and 80.4 per cent in 1907.

The group of companies reporting net deficits includes 7 companies which declared dividends out of accumulated surplus to the amount of $166,708. The figures for 1912 and 1907 include charges for sinking funds as a deduction from gross income. These charges are now made against net income and were so reported in 1917.

Table 68

ACCOUNT.	CONDENSED INCOME ACCOUNT.					
	1917	1912	1907	Per cent of increase.[1]		
				1907–1917	1912–1917	1907–1912
ALL OPERATING COMPANIES.						
Number of companies	943	975	[2] 939			
Income from all sources	$730,108,040	$585,930,517	$429,744,254	69.9	24.6	36.3
Operating revenues	$709,825,092	$567,511,704	$418,187,358	69.7	25.1	35.7
Operating expenses	$452,594,654	$332,896,356	$251,309,252	80.1	36.0	32.5
Ratio of expenses to revenues (per cent)	63.8	58.7	60.1			
Net operating revenue	$257,230,438	$234,615,348	$166,878,106	54.1	9.6	40.6
Taxes	$45,756,695	$35,027,965	$19,755,102	131.6	30.6	77.3
Operating income	$211,473,743	$199,587,383	$147,123,004	43.7	6.0	35.7
Nonoperating income	$20,282,948	$18,418,813	$11,556,396	75.5	10.1	59.4
Gross income	$231,756,691	$218,006,196	$158,679,400	46.1	6.3	37.4
Deductions from gross income	$175,305,761	[3] $156,095,443	[3] $118,339,114	48.1	12.3	31.9
Rent for leased roads (lines and terminals)	$48,302,323	$44,784,521	$48,022,596	0.6	7.9	−6.7
Interest on funded and unfunded debt	$119,113,018	$98,025,338	$63,740,744	86.9	21.5	53.8
Interest on funded debt	$110,506,077	(4)	$53,766,325	105.5		
Interest on unfunded debt	$8,606,941	(4)	$9,974,419	−13.7		
Miscellaneous	$7,889,920	[3] $13,285,584	[3] $6,575,774			
Net income	$56,450,930	$61,910,753	$40,340,286	39.9	−8.8	53.5
Dividends	$48,337,435	$51,650,117	$26,454,732	82.7	−6.4	95.2
Surplus	$8,113,495	$10,260,636	$13,885,554	−41.6	−20.9	−26.1
COMPANIES REPORTING NET INCOME.						
Number of companies	559	637	672			
Income from all sources	$594,597,782	$520,898,845	$334,366,519	77.8	14.1	55.8
Operating revenues	$577,612,322	$505,201,891	$324,630,690	77.9	14.3	55.6
Operating expenses	$351,685,397	$288,468,930	$190,734,840	84.4	21.9	51.2
Ratio of expenses to revenues (per cent)	60.9	57.1	58.7			
Net operating revenue	$225,926,925	$216,733,461	$133,895,850	68.7	4.2	61.9
Taxes	$38,175,936	$31,919,382	$15,974,845	139.0	19.6	99.8
Operating income	$187,750,989	$184,814,079	$117,921,005	59.2	1.6	56.7
Nonoperating income	$16,985,460	$15,696,954	$9,735,829	74.5	8.2	61.2
Gross income	$204,736,449	$200,511,033	$127,656,834	60.4	2.1	57.1
Deductions from gross income	$131,358,096	[3] $120,693,112	[3] $76,454,853	71.8	1.3	69.6
Rent for leased roads (lines and terminals)	$38,935,438	$38,870,160	$21,315,583	82.7	0.2	82.4
Interest on funded and unfunded debt	$86,169,899	$79,388,857	$49,161,890	75.3	81.5	61.5
Interest on funded debt	$81,962,757	(4)	$41,865,583	95.8		
Interest on unfunded debt	$4,207,142	(4)	$7,296,307	−42.3		
Miscellaneous	$6,252,759	[3] $11,434,295	[3] $5,977,380			
Net income	$73,378,353	$70,817,921	$51,201,981	43.3	3.6	38.3
Dividends	$48,170,727	$51,592,632	$26,444,987	82.2	−6.6	95.1
Surplus	$25,207,626	$19,225,289	$24,756,994	1.8	31.1	−22.3
COMPANIES REPORTING NET DEFICIT.						
Number of companies	384	338	267			
Income from all sources	$135,510,258	$65,081,672	$95,377,735	42.1	108.4	−31.8
Operating revenues	$132,212,770	$62,309,813	$93,557,168	41.3	112.2	−33.4
Operating expenses	$100,909,257	$44,427,926	$60,574,412	66.6	127.1	−26.7
Ratio of expenses to revenues (per cent)	76.3	71.3	64.7			
Net operating revenue	$31,303,513	$17,881,887	$32,982,756	−5.1	75.1	−45.8
Taxes	$7,580,759	$3,108,583	$3,780,757	100.5	143.9	−17.8
Operating income	$23,722,754	$14,773,304	$29,201,999	−18.8	60.6	−49.4
Nonoperating income	$3,297,488	$2,721,859	$1,820,567	81.1	21.1	49.5
Gross income	$27,020,242	$17,495,163	$31,022,566	−12.9	54.4	−43.6
Deductions from gross income	$43,947,665	[3] $26,402,331	[3] $41,884,261	4.9	66.5	−37.0
Rent for leased roads (lines and terminals)	$9,367,385	$5,914,361	$26,707,013	−64.9	58.4	−77.9
Interest on funded and unfunded debt	$32,943,119	$18,636,681	$14,578,854	126.0	76.8	27.8
Interest on funded debt	$28,544,220	(4)	$11,900,942	139.8		
Interest on unfunded debt	$4,398,899	(4)	$2,677,912	64.3		
Miscellaneous	$1,637,161	[3] $1,851,289	[3] $598,394			
Net deficit	$16,927,423	$8,907,168	$10,861,695	55.8	90.0	−18.0
Dividends	$166,708	$57,485	$9,745			
Total deficit	$17,094,131	$8,964,653	$10,871,440			
PER CENT OF TOTAL.						
Number of companies	100.0	100.0	100.0			
Companies reporting net income	59.3	65.3	71.6			
Companies reporting net deficit	40.7	34.7	28.4			
Income from all sources	100.0	100.0	100.0			
Companies reporting net income	81.4	88.9	77.8			
Companies reporting net deficit	18.6	11.1	22.2			
Operating expenses	100.0	100.0	100.0			
Companies reporting net income	77.7	86.7	75.9			
Companies reporting net deficit	22.3	13.3	24.1			
Deductions from gross income	100.0	100.0	100.0			
Companies reporting net income	74.9	83.1	64.6			
Companies reporting net deficit	25.1	16.9	35.4			

[1] A minus sign (−) denotes decrease.
[2] Exclusive of 6 companies which failed to furnish this information.
[3] Includes "Charges for sinking fund."
[4] Not reported separately.

Table 69 shows the per cent distribution of income from all sources according to the disbursement accounts. It gives the distribution for all companies, for those operated at a profit, and for those operated at a loss. In the case of those operating at a loss, 76.3 per cent of the operating revenues was absorbed by operating expenses in 1917, as compared with 71.3 per cent in 1912 and 64.7 per cent in 1907.

Table 70 gives comparative statistics for companies showing a net deficit for 1917, 1912, and 1907, by geographic divisions.

Table 69

PER CENT DISTRIBUTION, BY ACCOUNTS, OF INCOME FROM ALL SOURCES, OF OPERATING COMPANIES (BASED ON TABLE 68).

ACCOUNT.	All companies.			Companies reporting net income.			Companies reporting net deficit.[1]		
	1917	1912	1907	1917	1912	1907	1917	1912	1907
Income from all sources	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Operating revenues	97.2	96.9	97.3	97.1	97.0	97.1	97.6	95.8	98.1
Nonoperating income	2.8	3.1	2.7	2.9	3.0	2.9	2.4	4.2	1.9
Operating expenses	62.0	56.8	58.5	59.2	55.4	57.0	74.5	68.3	63.5
Taxes	6.3	6.0	4.6	6.4	6.1	4.8	5.6	4.8	4.0
Deductions from gross income	24.0	26.6	27.5	22.1	24.9	22.9	32.4	40.6	43.9
Rent for leased roads (lines and terminals)	6.6	7.6	11.2	6.5	7.5	6.4	6.9	9.1	28.0
Interest on funded and unfunded debt	16.3	16.7	14.8	14.5	15.2	14.7	24.3	28.7	15.3
Interest on funded debt	15.1	(2)	12.5	13.8	(2)	12.5	21.1	(2)	12.5
Interest on unfunded debt	1.2	(2)	2.3	0.7	(2)	2.2	3.2	(2)	2.8
Miscellaneous deductions	1.1	2.3	1.5	1.1	2.2	1.8	1.2	2.8	0.6
Net income or net deficit[1]	7.7	10.6	9.4	12.3	13.6	15.3	*12.5*	*13.7*	*11.4*
Dividends	6.6	8.8	6.2	8.1	9.9	7.9	0.1	0.1	(3)
Surplus or deficit[1]	1.1	1.8	3.2	4.2	3.7	7.4	*12.6*	*13.8*	*11.4*

[1] Italic figures denote deficit. [2] Separate figures not available. [3] Less than one-tenth of 1 per cent.

Table 70

CONDENSED INCOME ACCOUNT OF OPERATING COMPANIES REPORTING NET DEFICIT, BY GEOGRAPHIC DIVISIONS: 1917, 1912, AND 1907.

DIVISION.	Census year.	Number of companies.	Income from all sources.	Operating expenses.	Taxes.	Deductions from gross income.[1]	Net deficit.
United States	1917	384	$135,510,258	$100,909,257	$7,580,759	$43,947,665	*$16,927,423*
	1912	338	65,031,672	44,427,926	3,108,583	26,402,331	*8,907,168*
	1907	267	95,377,735	60,574,412	3,780,757	41,884,261	*10,861,695*
North Atlantic (New England and Middle Atlantic)	1917	149	60,234,498	45,093,681	3,399,977	18,836,876	*7,096,036*
	1912	129	33,987,536	23,053,531	(2)	16,415,848	*5,481,843*
	1907	120	69,736,683	42,063,080	(2)	34,004,750	*6,331,147*
North Central	1917	104	28,552,816	20,504,251	1,276,196	9,180,126	*2,407,757*
	1912	84	19,532,630	12,657,729	(2)	8,419,496	*1,544,595*
	1907	75	14,358,999	10,065,401	(2)	6,555,632	*2,252,034*
South Atlantic	1917	27	1,480,773	1,237,961	72,838	510,756	*340,782*
	1912	34	1,796,707	1,527,732	(2)	578,372	*309,397*
	1907	26	1,122,509	961,428	(2)	383,222	*222,141*
South Central	1917	49	5,198,710	3,967,538	300,224	1,687,163	*756,215*
	1912	43	1,792,572	1,549,959	(2)	609,119	*366,506*
	1907	18	1,657,142	1,309,957	(2)	596,836	*249,651*
Western (Mountain and Pacific)	1917	55	40,043,461	30,105,826	2,531,524	13,732,744	*6,326,633*
	1912	48	7,922,227	5,638,975	(2)	3,488,079	*1,204,327*
	1907	28	8,502,402	6,184,546	(2)	4,124,578	*1,806,722*

[1] Includes "Charges for sinking fund" in 1912 and 1907. [2] Included in "Deductions from gross income."

Table 71 gives the condensed income account for all operating companies and for the two groups, those reporting net income and those reporting net deficit, by geographic divisions, for 1917.

Table 71

CONDENSED INCOME ACCOUNT OF ALL OPERATING COMPANIES, OF COMPANIES REPORTING NET INCOME, AND OF COMPANIES REPORTING NET DEFICIT: 1917.

DIVISION AND CLASS.	Number of companies.	Income from all sources.	Operating expenses.	Taxes.	Deductions from gross income.	Net income or net deficit.[1]
ALL COMPANIES.						
United States	943	$730,108,040	$452,594,654	$45,756,695	$175,305,761	$56,450,930
New England	86	71,122,331	53,003,099	3,824,445	12,413,312	1,881,475
Middle Atlantic	241	242,836,296	140,318,521	14,801,896	69,260,336	18,455,543
East North Central	223	182,907,451	115,734,439	11,283,723	37,376,708	18,512,581
West North Central	83	58,255,067	38,292,909	3,930,693	10,506,159	5,525,306
South Atlantic	94	59,905,984	32,148,429	3,737,664	14,702,591	9,317,300
East South Central	49	20,893,752	12,537,999	1,639,427	4,799,062	1,917,264
West South Central	68	24,130,903	13,927,537	1,605,730	5,040,710	3,556,926
Mountain	39	12,280,363	7,489,797	870,480	3,501,003	419,083
Pacific	60	57,775,893	39,141,924	4,062,637	17,705,880	*3,154,548*
COMPANIES REPORTING NET INCOME.						
United States	559	594,597,782	351,685,397	38,175,936	131,358,096	73,378,353
New England	45	57,355,231	41,681,609	2,876,965	9,534,169	3,262,488
Middle Atlantic	133	196,368,898	106,546,330	12,349,399	53,302,603	24,170,566
East North Central	144	157,003,043	97,206,142	10,122,690	29,081,424	20,582,787
West North Central	58	55,606,659	36,316,965	3,806,530	9,621,317	5,862,857
South Atlantic	67	58,426,211	30,910,468	3,664,826	14,191,835	9,658,062
East South Central	27	18,011,000	10,348,544	1,458,549	3,890,488	2,313,419
West South Central	41	21,814,945	12,149,454	1,486,384	4,262,121	3,916,986
Mountain	21	10,315,029	5,842,530	740,929	2,755,883	975,687
Pacific	23	19,697,766	10,683,365	1,660,664	4,718,256	2,635,481
COMPANIES REPORTING NET DEFICIT.						
United States	384	135,510,258	100,909,257	7,580,759	43,947,665	*16,927,423*
New England	41	13,767,100	11,321,490	947,480	2,879,143	*1,381,013*
Middle Atlantic	108	46,467,398	33,772,191	2,452,497	15,957,733	*5,715,023*
East North Central	79	25,904,408	18,528,297	1,151,033	8,295,284	*2,070,906*
West North Central	25	2,648,408	1,975,954	125,163	884,842	*337,551*
South Atlantic	27	1,480,773	1,237,961	72,838	510,756	*340,782*
East South Central	22	2,882,752	2,189,455	180,878	908,574	*396,155*
West South Central	27	2,315,958	1,778,082	119,346	778,589	*360,069*
Mountain	18	1,965,334	1,647,267	129,551	745,120	*556,604*
Pacific	37	38,078,127	28,458,559	2,401,973	12,987,624	*5,770,029*

[1] Italic figures denote deficit.

Condensed income account of nonoperating lessor companies.—The number of lessor companies is not comparable with prior years because of variance in method of handling lessor companies which are virtually owned by other companies though maintaining a corporate existence. This, however, does not affect the comparability of the financial statistics. Some of the companies were operating companies in 1912 and some were considered as merged with other companies, both operating and lessor.

Table 72 is an analysis of the lessor companies, 1917, with respect to the census of 1912, and shows the general statistics for (1) 19 companies not reported in 1912, apparently new companies; (2) 11 companies which were operating companies in 1912; (3) 30 companies which were considered as merged with operating companies in 1912, on account of stock ownership and leases, the data therefor being combined with that of the operating companies, comprising 15 companies with owned track and 15 companies without track; (4) 51 companies which were considered as merged with other lessor companies in 1912, on account of leases accompanied in some cases by stock ownership, the data therefor being combined with that of the overlying lessor companies, comprising 4 companies with owned track and 47 companies without track; and (5) 253 companies which were also lessor companies in 1912. The table gives the statistics for track owned, income, and balance-sheet accounts.

Of the 285 lessor companies tabulated and reported in 1912, 253 are accounted for in Table 72. The difference, 32, is accounted for by mergers and consolidations occurring during the interval. Of the new companies, the principal one is the New York Municipal Railway Corporation.

The companies which were operating companies in 1912 are the Peoples Railway Co., and Wilmington, New Castle & Delaware City Railway Co., of Delaware; Medway & Dedham Street Railway Co., of Massachusetts; Michigan United Railways Co., and Grand Rapids, Holland & Chicago Railway, of Michigan; Cohoes Railway Co., of New York; Euphrata & Lebanon Street Railway Co., Pittsburgh & Allegheny Valley Traction Co., Oakdale & McDonald Street Railway Co., and Kittanning & Leechburg Railways Co., of Pennsylvania; and the Newell Street Railway Co., of West Virginia.

Of the companies which in 1912 were combined with operating companies, some of the leading ones are the Indianapolis, Columbus & Southern Traction Co., of Indiana; the Kingsbridge Railway Co., of New York; and the Erie Electric Motor Co., of Pennsylvania; and

of the companies which were combined with lessor companies (intermediate lessors), the more important, all in Pennsylvania and in the Pittsburgh district, are the Citizens Traction Co., Fort Pitt Traction Co., Second Avenue Traction Co., The Second Avenue Traction Co., Allegheny Traction Co., Pittsburgh & West End Passenger Railway Co., and Birmingham, Knoxville & Allentown Traction Co.

Table 73 gives the income account of the lessor companies for 1917, 1912, and 1907.

Table 72 — LESSOR COMPANIES, 1917: ANALYSIS OF STATUS WITH RESPECT TO 1912.

	Number of companies.	Miles of track owned.	Income.	Balance sheet. Assets. Road and equipment.	Other investments.	Current and other assets.	Profit and loss deficit for companies showing a deficit.	Total assets or liabilities.	Liabilities. Capital stock.	Funded debt and real estate mortgages.	Floating debt, reserves, and current and other liabilities.	Profit and loss surplus for companies showing a surplus.
Lessor companies: 1917	364	7,088.32	$43,216,501	$800,634,445	$133,150,666	$29,624,434	$5,427,989	$968,837,534	$467,695,638	$437,740,103	$33,270,021	$30,131,772
1. Not reported in 1912 (new)	19	187.65	1,597,528	65,175,736	1,175,425	8,080,094	.....	74,431,255	5,749,440	65,059,027	3,353,231	269,557
2. Operating companies in 1912	11	457.08	1,217,394	30,403,206	122,000	760,105	68,855	31,354,166	11,910,100	19,059,898	54,836	329,332
3. Included with operating companies (merged) in 1912	30	136.72	343,578	11,376,033	1,016,599	45,909	35,096	12,473,637	5,384,400	5,988,896	206,191	894,148
Track owned	15	136.72	334,217	10,599,944	1,016,599	7,017	35,096	11,658,656	5,228,800	5,390,243	161,726	877,887
No track owned	15	.....	9,361	776,089	.....	38,892	.....	814,981	155,600	598,655	44,465	16,261
4. Included with other lessor companies (merged) in 1912	51	61.04	679,182	20,730,854	5,221,878	745,376	71,736	26,769,844	17,267,900	8,845,500	193,841	462,603
Track owned	4	61.04	67,399	1,335,586	1,920	43,428	.....	1,380,934	1,157,000	75,000	147,062	1,872
No track owned	47	.....	611,783	19,395,268	5,219,958	701,948	71,736	25,388,910	16,110,900	8,770,500	46,779	460,731
5. All other, 1917 (lessor companies in 1912)	253	6,195.88	39,378,819	672,948,616	125,614,764	19,992,950	5,252,302	823,808,632	427,383,798	338,786,780	29,461,922	28,176,132

Table 73 — CONDENSED INCOME ACCOUNT OF NONOPERATING OR LESSOR COMPANIES.

	1917	1912	1907	Per cent of increase.[1] 1907–1917	1912–1917	1907–1912
NUMBER OF COMPANIES.						
United States	[2]364	285	291	.....	.....	.....
Geographic divisions:						
New England	28	28	27	.....	.....	.....
Middle Atlantic	[2]275	190	203	.....	.....	.....
East North Central	31	31	43	.....	.....	.....
West North Central	5	5	4	.....	.....	.....
South Atlantic	15	16	10	.....	.....	.....
East South Central	1	1	.....	.....	.....	.....
West South Central	2	4	1	.....	.....	.....
Mountain	1	2	1	.....	.....	.....
Pacific	6	8	2	.....	.....	.....
INCOME ACCOUNT.						
Gross income	$43,216,501	$35,605,367	$47,913,249	−9.8	21.4	−25.7
Rentals from operating companies	42,759,850	35,144,521	47,500,933	−10.0	21.7	−26.0
Miscellaneous income	456,651	460,846	412,316	10.8	−0.9	11.8
Deductions from income	17,897,373	16,090,372	19,465,984	−8.1	11.2	−17.3
Interest	16,147,380	15,234,132	18,030,522	−10.4	6.0	−15.5
Taxes and miscellaneous (maintenance of organization, etc.)	1,749,993	856,240	1,435,462	21.9	104.4	−40.4
Net income	25,319,128	19,514,995	28,447,265	−11.0	29.7	−31.4
Dividends	24,925,706	19,342,101	28,030,542	−11.1	28.9	−31.0
Surplus	393,422	172,894	416,723	−5.6	127.6	−58.5
PER CENT OF GROSS INCOME.						
Rentals from operating companies	98.9	98.7	99.1	.....	.....	.....
Miscellaneous income	1.1	1.3	0.9	.....	.....	.....
Deductions from income	41.4	45.2	40.6	.....	.....	.....
Interest	37.4	42.8	37.6	.....	.....	.....
Taxes and miscellaneous	4.0	2.4	3.0	.....	.....	.....
Net income	58.6	54.8	59.4	.....	.....	.....
Dividends	57.7	54.3	58.5	.....	.....	.....
Surplus	0.9	0.5	0.9	.....	.....	.....

[1] A minus sign (−) denotes decrease; percentage not computed when base is less than 100.
[2] Includes companies maintaining separate organization though leased to and controlled through stock ownership by other companies; treated as merged and not included in number reporting in 1912 and 1907.

The variance in method of handling the accounts in the reports for different censuses accounts to some extent for differences. In some cases the operating company is charged with the payment of taxes for the lessor company as well as interest on its bonds and other rental considerations, and the taxes are included with the taxes of the operating company instead of being entered as a part of the rental and charged against the income of the lessor company as an expense.

The income account for the nonoperating or lessor companies, by states, for 1917 and 1912, is given in Table 152 (p. 148)

Condensed income account of operating and lessor companies combined.—A combination of the income accounts of the operating and lessor companies is given in Table 74 to show the aggregates for all companies, the duplications due to rentals paid by the lessor companies being eliminated.

Table 74

ACCOUNT.	CONDENSED INCOME ACCOUNT OF OPERATING AND LESSOR COMPANIES COMBINED.					
	1917	1912	1907	Per cent of increase.[1]		
				1907–1917	1912–1917	1907–1912
Number of companies	1,307	1,260	1,230	.....	.....	.....
Income from all sources[2]	$730,564,691	$586,391,363	$430,156,570	69.9	24.6	36.3
Operating revenues	709,825,092	567,511,704	418,187,858	69.7	25.1	35.7
Operating expenses	452,594,654	332,896,356	251,309,252	80.1	36.0	32.5
Net operating revenue	257,230,438	234,615,348	166,878,606	54.1	9.6	40.6
Taxes of operating companies	45,756,695	35,027,965	19,755,602	131.6	30.6	77.3
Operating income	211,473,743	199,587,383	147,123,004	43.7	6.0	35.7
Miscellaneous income	20,739,599	18,879,659	11,968,712	73.3	9.9	57.7
Gross income	232,213,342	218,467,042	159,091,716	46.0	6.3	37.3
Deductions from gross income	150,443,284	130,812,158	[3] 90,304,165	66.6	15.0	44.9
Interest	135,260,398	113,259,470	81,771,266	65.4	19.4	38.5
Miscellaneous, including taxes of nonoperating companies	15,182,886	17,552,688	[3] 8,532,899	77.9	−13.5	105.7
Net income[4]	81,770,058	87,654,884	68,787,551	18.9	−6.7	27.4
Dividends	73,263,141	70,992,218	54,485,374	34.5	3.2	30.3
Surplus	8,506,917	16,662,666	14,302,377	−40.5	−48.9	16.5

[1] A minus sign (−) denotes decrease.
[2] Income of operating and lessor companies, exclusive of rentals paid lessor companies.
[3] Includes "Charges for sinking fund," carried as "disposition of net income" in later years.
[4] Includes rentals paid to other operating companies, steam railroads, municipalities for subways, etc.

The net income in 1917 was less than that in 1912 by $5,884,826, or 6.7 per cent, although in 1912 it exceeded that of 1907 by $18,867,333, or 27.4 per cent. The rentals reported by the lessor companies as received do not in all cases agree with the amounts reported as paid by the operating companies, due primarily to differences in methods of accounting. In some cases all of the rental was not paid, the lessee company reporting the amount due and accrued and the lessor company the amount paid, and in other cases the reports of the lessee and the lessor companies are for different periods. To eliminate duplications and make the accounts comparable, the rentals received by the lessor companies are deducted from the income side of the account and a like amount from the fixed charges "deductions from gross income" accounts. The rentals paid by the operating companies include rentals paid other operating companies, rentals paid to municipalities for subways, rentals for track leased from steam roads, etc. The amount paid for track leased by one operating company from another operating company, paid by one and received by the other, is a duplication that can not be eliminated.

In 1917 the track leased from operating electric railway companies aggregated 261 miles, equal to 3.6 per cent of all track leased from electric railway companies.

The income account for operating and lessor companies combined is presented, by states, in Table 153 (p. 149) for all states for which the statistics of lessor companies are given in Table 152.

Condensed income account of operating companies classified according to income from railway operations.—Table 75 is a comparative summary of the income account of operating companies, classified according to income from railway operations for 1917, 1912, and 1907, and Table 76 presents percentages based upon data in Table 45.

The latter table shows for each item the percentage each class forms of the total and the percentage of the income from all sources represented by each item for the several classes of companies.

Table 75

CONDENSED INCOME ACCOUNT OF OPERATING COMPANIES CLASSIFIED ACCORDING TO INCOME FROM RAILWAY OPERATIONS: CLASS A, OVER $1,000,000; CLASS B, OVER $250,000 TO $1,000,000; CLASS C, $250,000 AND LESS.

ACCOUNT AND CLASS.	1917	1912	1907	Per cent of increase.[1] 1907-1917	1912-1917	1907-1912
Number of companies	943	975	[2] 939			
Class A	114	91	76			
Class B	179	155	130			
Class C	650	729	733			
Income from all sources	$730,108,040	$585,930,517	$429,744,254	69.9	24.6	36.3
Class A	560,556,954	436,410,065	303,071,003	85.0	28.4	44.0
Class B	109,491,896	89,008,583	69,462,248	57.6	23.0	28.1
Class C	60,059,190	60,511,869	57,211,003	5.0	−0.7	5.8
Operating revenues	709,825,092	567,511,704	418,187,858	69.7	25.1	35.7
Class A	545,798,133	422,793,977	297,062,346	83.7	29.1	42.3
Class B	105,812,111	86,264,601	66,807,839	58.4	22.7	29.1
Class C	58,214,848	58,453,126	54,317,673	7.2	−0.4	7.6
Operating expenses	452,594,654	332,896,356	251,309,252	80.1	36.0	32.5
Class A	340,055,035	239,739,927	173,358,511	96.2	41.8	38.3
Class B	70,904,757	53,250,043	41,344,061	70.0	32.0	28.8
Class C	42,234,862	39,906,386	36,606,680	15.4	5.8	9.0
Net operating revenue	257,230,438	234,615,348	166,878,606	54.1	9.6	40.6
Class A	205,743,098	183,054,050	123,703,835	66.3	12.4	48.0
Class B	35,507,354	33,014,558	25,463,778	39.4	7.6	29.7
Class C	15,979,986	18,546,740	17,710,993	−9.8	−13.8	4.7
Taxes	45,756,695	35,027,955	19,755,602	131.6	30.6	77.3
Class A	37,157,324	28,702,175	15,524,362	139.3	29.5	84.9
Class B	5,902,953	3,935,021	2,479,106	138.1	50.0	58.7
Class C	2,696,418	2,390,769	1,752,134	53.9	12.8	36.4
Operating income	211,473,743	199,587,383	147,123,004	43.7	6.0	35.7
Class A	168,585,774	154,351,875	108,179,473	55.8	9.2	42.7
Class B	29,604,401	29,079,537	22,984,672	28.8	1.8	26.5
Class C	13,283,568	16,155,971	15,958,859	−16.8	−17.8	1.2
Nonoperating income	20,282,948	18,418,813	11,556,396	75.5	10.1	59.4
Class A	14,758,821	13,616,088	6,006,657	145.6	8.4	126.6
Class B	3,679,785	2,743,982	2,654,409	38.6	34.1	3.4
Class C	1,844,342	2,058,743	2,895,330	−36.3	−10.4	−28.8
Gross income	231,756,691	218,006,196	158,679,400	46.1	6.3	37.4
Class A	183,344,595	167,967,963	114,188,130	60.6	9.2	47.1
Class B	33,284,186	31,823,519	25,639,081	29.8	4.6	24.1
Class C	15,127,910	18,214,714	18,852,189	−19.8	−16.9	−3.4
Deductions from gross income	175,305,761	149,866,307	[3] 118,339,114	48.1	17.0	26.6
Class A	135,877,723	114,525,461	86,480,340	57.1	18.6	32.4
Class B	26,660,690	20,896,064	18,432,005	44.6	27.6	13.4
Class C	12,767,348	14,444,782	13,426,769	−4.9	−11.6	7.6
Net income	56,450,930	68,139,889	40,340,286	39.9	−17.2	68.9
Class A	47,466,872	53,442,502	27,707,790	71.3	−11.2	92.9
Class B	6,623,496	10,927,455	7,207,076	−8.1	−39.4	51.6
Class C	2,360,562	3,769,932	5,425,420	−56.5	−37.4	−30.5
Dividends	48,337,435	51,650,117	26,454,732	82.7	−6.4	95.2
Class A	37,964,840	40,084,088	20,819,820	82.3	−5.2	92.2
Class B	7,282,825	8,309,512	3,921,313	85.7	−12.4	111.9
Class C	3,089,770	3,306,517	1,713,599	80.3	−6.6	93.0
Surplus	8,113,495	16,489,772	13,885,554	−41.6	−50.8	18.8
Class A	9,502,032	13,408,414	6,887,970	38.0	−29.1	94.7
Class B	[4] 659,329	2,617,943	3,285,763	[5] 100.0	[5] 100.0	−20.3
Class C	[4] 729,208	463,415	3,711,821	[5] 100.0	[5] 100.0	−87.5

[1] A minus sign (−) denotes decrease; percentage not computed when base is less than 100.
[2] Exclusive of 6 companies which failed to furnish this information.
[3] Includes "Charges for sinking fund."
[4] Deficit.
[5] And a deficit.

Table 76

PER CENT DISTRIBUTION OF CONDENSED INCOME ACCOUNT OF COMPANIES OF CLASS A, CLASS B, AND CLASS C (BASED ON TABLE 75).

ACCOUNT.	Class A.			Class B.			Class C.		
	1917	1912	1907	1917	1912	1907	1917	1912	1907
PER CENT OF TOTAL.									
Number of companies	12.1	9.3	8.1	19.0	15.9	13.8	68.9	74.8	78.1
Income from all sources	76.8	74.5	70.5	15.0	15.2	16.2	8.2	10.3	13.3
Operating revenues	76.9	74.5	71.0	14.9	15.2	16.0	8.2	10.3	13.0
Operating expenses	75.2	72.0	69.0	15.5	16.0	16.5	9.3	12.0	14.5
Net operating revenue	80.0	78.0	74.1	13.8	14.1	15.3	6.2	7.9	10.6
Taxes	81.3	81.9	78.6	12.9	11.3	12.5	5.8	6.8	8.9
Operating income	79.7	77.3	73.5	14.0	14.6	15.6	6.3	8.1	10.9
Nonoperating income	72.8	73.9	52.0	18.1	14.9	23.0	9.1	11.2	25.0
Gross income	79.1	77.0	72.0	14.4	14.6	16.1	6.5	8.4	11.9
Deductions from gross income	77.5	76.4	73.1	15.3	14.0	15.6	7.2	9.6	11.3
Net income	84.1	78.4	68.7	11.7	16.1	17.9	4.2	5.5	13.4
Dividends	78.5	77.5	78.7	15.1	16.1	14.8	6.4	6.4	6.5
PER CENT DISTRIBUTION.									
Income from all sources	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Operating revenues	97.4	96.9	98.0	96.6	96.9	96.2	96.9	96.6	94.9
Nonoperating income	2.6	3.1	2.0	3.4	3.1	3.8	3.1	3.4	5.1
Operating expenses	60.7	54.9	57.2	64.2	59.8	59.5	70.3	65.9	64.0
Taxes	6.6	6.6	5.1	5.4	4.4	3.6	4.5	4.0	3.0
Deductions from gross income	24.2	26.2	28.5	24.4	23.5	26.5	21.3	23.9	23.5
Net income	8.5	12.3	9.2	6.0	12.3	10.4	3.9	6.2	9.5
Dividends	6.8	9.2	6.9	6.6	9.3	5.7	5.1	5.5	3.0
Surplus	1.7	3.1	2.3	(1)	3.0	4.7	(1)	0.7	6.5

[1] Deficit.

The economy in the operation of large companies as compared with small ones shows in the per cent of income absorbed by operating expenses—class A, 60.7 per cent; class B, 64.2 per cent; and class C, 70.3 per cent; and in the per cent of income from all sources remaining as net income, class A, 8.5 per cent; class B, 6 per cent; and class C, 3.9 per cent.

The operating ratio, that is, the percentage which operating expenses is of operating revenue, was materially higher in 1917 for all classes of companies than in prior years, as shown by the following tabular statement:

CLASS.	OPERATING RATIO (PER CENT).			
	1917	1912	1907	1902
All companies	63.8	59.7	60.1	57.5
Class A—Over $1,000,000	62.3	56.7	58.4	54.8
Class B—Over $250,000 to $1,000,000	66.4	61.7	61.9	58.8
Class C—$250,000 and less	72.5	68.3	67.4	67.7

The maximum increase was in companies of class A, from 56.7 in 1912 to 62.3 per cent in 1917, an increase of 5.6 per cent.

Condensed income account of operating companies without and with commercial lighting.—The conduct of light and power business by a railway company necessarily affects the relation of the income and expense accounts. Table 77 is a comparative summary of the income accounts of operating companies that do not have light and power departments in connection with the railways, designated as "Class X"; railway companies that generate and sell electric energy for light, power, and other purposes, designated as "Class Y"; and the group of miscellaneous companies, designated as "Class Z."

Companies with light and power departments that made separate reports for the latter, with segregation of capital and all financial data, are not included in class Y but in class X. There were 46 such companies in 1917. The reports for the light and power departments are included in the report on central electric light and power stations.

Table 77

CONDENSED INCOME ACCOUNT OF COMPANIES OF CLASS X, WITHOUT COMMERCIAL LIGHTING; CLASS Y, WITH COMMERCIAL LIGHTING; AND CLASS Z, MISCELLANEOUS.

ACCOUNT AND CLASS.	1917	1912	1907	Per cent of increase.[1]		
				1907-1917	1912-1917	1907-1912
Number of companies	943	975	[2] 939			
Class X	758	760	709			
Class Y	[3] 159	[3] 168	[4] 175			
Class Z	26	47	55			
Income from all sources	$730,108,040	$585,930,517	$429,744,254	69.9	24.6	36.3
Class X	561,550,932	476,872,025	356,704,386	57.4	17.8	33.7
Class Y	168,185,300	108,004,359	71,768,709	13.4	55.7	50.5
Class Z	371,808	1,054,133	1,271,159			
Operating revenues	709,825,092	567,511,704	418,187,858	69.7	25.1	35.7
Class X	545,984,730	461,908,807	347,955,013	56.9	18.2	32.7
Class Y	163,476,870	104,575,497	68,986,416	137.0	56.3	51.6
Class Z	363,492	1,027,400	1,246,429			
Operating expenses	452,594,654	332,896,356	251,309,252	80.1	36.0	32.5
Class X	348,373,795	273,622,168	206,847,845	66.8	27.3	31.0
Class Y	103,947,953	58,520,068	41,566,582	150.1	77.6	40.8
Class Z	272,906	754,120	894,825			
Net operating revenue	257,230,438	234,615,348	166,878,606	54.1	9.6	40.6
Class X	197,610,935	188,286,639	139,107,168	42.1	5.0	35.4
Class Y	59,528,917	46,055,429	27,419,834	117.1	29.0	68.0
Class Z	90,586	273,280	351,604			
Taxes	45,756,695	35,027,965	19,755,602	131.6	30.6	77.3
Class X	36,405,324	29,507,142	16,755,648	117.3	23.4	76.1
Class Y	9,329,200	5,477,369	2,976,684	213.4	70.3	84.0
Class Z	22,171	43,454	23,270			
Operating income	211,473,743	199,587,383	147,123,004	43.7	6.0	35.7
Class X	161,205,611	158,779,497	122,351,520	31.8	1.5	29.8
Class Y	50,199,717	40,578,060	24,443,150	105.4	23.7	66.0
Class Z	68,415	229,826	328,334			
Nonoperating income	20,282,948	18,418,813	11,556,396	75.5	10.1	59.4
Class X	15,566,202	14,963,218	8,749,373	77.9	4.0	71.0
Class Y	4,708,430	3,428,862	2,782,293	69.2	37.3	23.2
Class Z	8,316	26,733	24,730			
Gross income	231,756,691	218,006,196	158,679,400	46.1	6.3	37.4
Class X	176,771,813	173,742,715	131,100,893	34.8	1.7	32.5
Class Y	54,908,147	44,006,922	27,225,443	101.7	24.8	61.6
Class Z	76,731	256,559	353,064			
Deductions from gross income	175,305,761	149,866,307	[5] 118,339,114	48.1	17.0	26.6
Class X	138,132,539	123,258,580	100,932,467	36.9	12.1	22.1
Class Y	37,123,535	26,396,314	16,968,020	118.8	40.6	55.6
Class Z	49,687	211,413	438,627			
Net income	56,450,930	68,139,889	40,340,286	39.9	−17.2	68.9
Class X	38,639,274	50,484,135	30,168,426	28.1	−23.5	67.3
Class Y	17,784,612	17,610,608	10,257,423	73.4	1.0	72.7
Class Z	27,044	45,146	[6] *85,563*			
Dividends	48,337,435	51,650,117	26,454,732	82.7	−6.4	95.2
Class X	36,030,325	39,439,692	22,476,056	60.3	−8.6	75.5
Class Y	12,305,100	12,199,579	3,971,059	209.9	0.9	
Class Z	2,010	10,846	7,617			
Surplus	8,113,495	16,489,772	13,885,554	−41.6	−50.8	18.8
Class X	2,608,949	11,044,443	7,692,370	−66.1	−76.4	43.6
Class Y	5,479,512	5,411,029	6,286,364	−12.8	1.3	−13.9
Class Z	25,034	34,300	[6] *93,180*			

[1] A minus sign (−) denotes decrease.
[2] Exclusive of 6 companies which failed to furnish this information.
[3] Exclusive of 1 part-time company.
[4] Exclusive of 2 part-time companies.
[5] Includes "Charges for sinking fund."
[6] Deficit.

Table 78 gives percentages of distribution for classes X and Y and the percentage of the income from all sources by each item for the respective classes of companies. Percentages for class Z are omitted, as they are of little statistical value.

Table 78

ACCOUNT.	PER CENT DISTRIBUTION OF CONDENSED INCOME ACCOUNT OF CLASS X AND CLASS Y (BASED ON TABLE 77).					
	Class X.			Class Y.		
	1917	1912	1907	1917	1912	1907
PER CENT OF TOTAL.						
Number of companies	80.4	77.9	75.5	16.9	17.2	18.6
Income from all sources	76.9	81.4	83.0	23.0	18.4	16.7
Operating revenues	76.9	81.4	83.2	23.0	18.4	16.5
Operating expenses	77.0	82.2	83.1	22.9	17.6	16.5
Net operating revenue	76.8	80.3	83.4	23.1	19.6	16.4
Taxes	79.5	84.2	84.8	20.4	15.6	15.1
Operating income	76.2	79.6	83.2	23.7	20.3	16.6
Nonoperating income	76.7	81.2	75.7	23.2	18.6	24.1
Gross income	76.3	79.7	82.6	23.7	20.2	17.2
Deductions from gross income	78.8	82.2	85.3	21.1	17.6	14.3
Net income	68.4	74.1	74.8	31.5	26.8	25.4
Dividends	74.5	76.4	85.0	25.5	23.6	15.0
Surplus	32.2	67.0	55.4	67.5	32.8	45.3
PER CENT DISTRIBUTION.						
Income from all sources	100.0	100.0	100.0	100.0	100.0	100.0
Operating revenues	97.2	96.9	97.5	97.2	96.8	96.1
Nonoperating income	2.8	3.1	2.5	2.8	3.2	3.9
Operating expenses	62.0	57.4	58.5	61.8	54.2	57.9
Taxes	6.5	6.2	4.7	5.5	5.1	4.1
Deductions from gross income	24.6	25.8	28.3	22.1	24.4	23.7
Net Income	6.9	10.6	8.5	10.6	16.3	14.3
Dividends	6.4	8.3	6.3	7.3	11.3	5.5
Surplus	0.5	2.3	2.2	3.3	5.0	8.8

Power revenue other than that of light and power departments was reported in 1917 by 236 companies, but included therewith were 24 companies which reported power revenue in addition to that of their light and power departments. The power revenue other than that reported by light and power departments amounted in the aggregate to $6,710,099 in 1917, and was chiefly power supplied to affiliated or connecting railways or sold incidentally.

There were 206 railway companies in 1917 with light and power departments. The total income of the light and power departments, including all income chargeable to said departments, aggregated $91,615,521. In the case of 46 companies segregated reports were made, and the statistics therefor are not included with those for the railways. They are handled as independent central electric light and power stations. The statistics are given in Table 137 (p. 105).

The operating ratios for the several classes of companies designated as X, Y, and Z, in 1917, 1912, and 1907, were as follows:

CLASS.	OPERATING RATIOS (PER CENT).		
	1917	1912	1907
All companies	63.8	58.7	60.1
Class X—Without commercial lighting	63.8	59.2	60.0
Class Y—With commercial lighting	63.6	56.0	60.3
Class Z—Miscellaneous	75.1	73.4	71.8

Condensed income account of companies classified as "Elevated and subway" and "Surface."—Operating conditions of the elevated and subway lines are somewhat different from the surface roads, and Table 79 is a comparative summary for 1917, 1912, and 1907 of the income accounts of 7 companies constituting the elevated and subway group, and all other companies, and Table 80 shows the percentages of distribution of income according to accounts.

Table 79

CONDENSED INCOME ACCOUNT OF "ELEVATED AND SUBWAY" AND "SURFACE" GROUPS OF COMPANIES.

ACCOUNT AND GROUP.[1]	1917	1912	1907	Per cent of increase.[2] 1907–1917	1912–1917	1907–1912
Number of companies	943	975	[3] 939	.....	.....	.....
Elevated and subway group	7	7	6	.....	.....	.....
Surface (or all other) group	936	968	933	.....	.....	.....
Income from all sources	$730,108,040	$585,930,517	$429,744,254	69.9	24.6	36.3
Elevated and subway	70,213,138	55,246,361	34,257,979	105.0	27.1	61.3
Surface	659,894,902	530,684,156	395,486,275	66.9	24.3	34.2
Operating revenues	709,825,092	567,511,704	418,187,858	69.7	25.1	35.7
Elevated and subway	68,536,919	52,228,727	33,874,054	102.3	31.2	54.2
Surface	641,288,173	515,272,977	384,313,804	66.9	24.5	34.1
Operating expenses	452,594,654	332,896,356	251,309,252	80.1	36.0	32.5
Elevated and subway	31,669,437	23,612,867	15,129,025	109.3	34.1	56.1
Surface	420,925,217	309,283,489	236,180,227	78.2	36.1	31.0
Net operating revenue	257,230,438	234,615,348	166,878,606	54.1	9.6	40.6
Elevated and subway	36,867,482	28,625,860	18,745,029	96.7	28.8	52.7
Surface	220,362,956	205,989,488	148,133,577	48.8	7.0	39.1
Taxes	45,756,695	35,027,965	19,755,602	131.6	30.6	77.3
Elevated and subway	5,136,094	3,500,057	1,986,249	158.6	46.7	76.2
Surface	40,620,601	31,527,908	17,769,353	128.6	28.8	77.4
Operating income	211,473,743	199,587,383	147,123,004	43.7	6.0	35.7
Elevated and subway	31,731,388	25,125,803	16,758,780	89.3	26.3	49.9
Surface	179,742,355	174,462,180	130,364,224	37.9	3.0	33.8
Nonoperating income	20,282,948	18,418,813	11,556,396	75.5	10.1	59.4
Elevated and subway	1,676,219	3,007,634	383,925	336.6	−44.3	683.4
Surface	18,606,729	15,411,179	11,172,471	66.5	20.7	37.9
Gross income	231,756,691	218,006,196	158,679,400	46.1	6.3	37.4
Elevated and subway	33,407,607	28,132,437	17,142,705	94.9	18.7	64.1
Surface	198,349,084	189,873,759	141,536,695	40.1	4.5	34.2
Deductions from gross income	175,305,761	149,866,307	[4] 118,339,114	48.1	17.0	26.6
Elevated and subway	21,346,764	18,901,716	11,472,967	86.1	12.9	64.8
Surface	153,958,997	130,964,591	106,866,147	44.1	17.6	22.6
Interest	119,113,018	98,025,338	63,740,744	86.9	21.5	53.8
Elevated and subway	10,441,679	9,654,473	3,700,602	182.2	8.2	160.9
Surface	108,671,339	88,370,865	60,040,142	81.0	23.0	47.2
Rent for leased roads (lines and terminals)	48,302,823	44,784,521	48,022,596	0.6	7.9	−6.7
Elevated and subway	10,750,032	8,795,055	5,966,120	80.2	22.2	47.4
Surface	37,552,791	35,988,466	42,056,476	−10.7	4.3	−14.4
Miscellaneous	7,889,920	7,056,448	[4] 6,575,774	20.0	11.8	7.3
Elevated and subway	155,053	451,588	1,806,245	−91.4	−65.7	−75.0
Surface	7,734,867	6,604,860	4,769,529	62.2	17.1	38.5
Net income	56,450,930	68,139,889	40,340,286	39.9	−17.2	68.9
Elevated and subway	12,060,843	9,231,121	5,669,738	112.7	30.7	62.8
Surface	44,390,087	58,908,768	34,670,548	28.0	−24.6	69.9
Dividends	48,337,435	51,650,117	26,454,732	82.7	−6.4	95.2
Elevated and subway	10,086,701	8,529,636	4,008,880	151.6	18.3	112.8
Surface	38,250,734	43,120,481	22,445,852	70.4	−11.3	92.1
Surplus	8,113,495	16,489,772	13,885,554	−41.6	−50.8	18.8
Elevated and subway	1,974,142	701,485	1,660,858	18.9	181.4	−57.8
Surface	6,139,353	15,788,287	12,224,696	−49.8	−61.1	29.2
Ratio of operating expenses to operating revenue (per cent):						
All companies	63.8	58.7	60.1	.....	.....	.....
Elevated and subway	46.2	45.2	44.7	.....	.....	.....
Surface	65.6	60.0	61.5	.....	.....	.....

[1] The group classification involves all tracks of the companies assigned according to the principal class of track, the "Elevated and subway" group including a minor amount of surface track and the "Surface (or all other)" group some elevated and subway tracks.
[2] A minus sign (−) denotes decrease.
[3] Exclusive of 6 companies which failed to furnish this information.
[4] Includes "Charges for sinking fund."

Table 80

PER CENT DISTRIBUTION OF CONDENSED INCOME ACCOUNT OF "ELEVATED AND SUBWAY" AND "SURFACE" GROUPS OF COMPANIES.

ACCOUNT.	Total—All companies. 1917	1912	1907	Elevated and subway. 1917	1912	1907	Surface. 1917	1912	1907
Income from all sources	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Operating revenues	97.2	96.9	97.3	97.6	94.6	98.9	97.2	97.1	97.2
Nonoperating income	2.8	3.1	2.7	2.4	5.4	1.1	2.8	2.9	2.8
Operating expenses	62.0	56.8	58.5	45.1	42.8	44.2	63.8	58.3	59.7
Taxes	6.3	6.0	4.6	7.3	6.3	5.8	6.2	5.9	4.5
Deductions from gross income	24.0	25.6	27.5	30.4	34.2	33.5	23.3	24.7	27.0
Rent for leased roads (lines and terminals)	6.6	7.7	11.2	15.3	15.9	17.4	5.7	6.8	10.6
Interest	16.3	16.7	14.8	14.9	17.5	10.8	16.4	16.7	15.2
Miscellaneous	1.1	1.2	1.5	0.2	0.8	5.3	1.2	1.2	1.2
Net income	7.7	11.6	9.4	17.2	16.7	16.5	6.7	11.1	8.8
Dividends	6.6	8.8	6.2	14.4	15.4	11.7	5.8	8.1	5.7
Surplus	1.1	2.8	3.2	2.8	1.3	4.8	0.9	3.0	3.1

The "Elevated and subway" group shows an increase in the net income percentages from 16.7 in 1912 to 17.2 in 1917, in contrast to a decrease for the "Surface" group from 11.1 to 6.7. It shows a low ratio of operating expense to operating revenue, 46.2 in 1917, as compared with 65.6 for the "Surface" group, bal-

anced in part by a relatively large proportion of income absorbed by rentals, 15.3 per cent in 1917, as compared with 5.7 per cent for the "Surface" group.

Operating revenues.—Tables 154, 155, and 156 (pp. 150–153) give the operating revenue statistics by geographic divisions and states, and for Hawaii and Porto Rico, Table 154 showing railway operating revenues and revenues from auxiliary operations, together with light, heat, and power revenues for the three years 1917, 1912, and 1907 (Hawaii and Porto Rico, 1917 and 1907); Table 155, the railway operating revenues by detail accounts for 1917 and 1912 (Hawaii and Porto Rico, 1917); and Table 156, the primary accounts for railway operating revenues other than transportation and the detail revenue accounts classed as auxiliary operations for 1917.

Revenues from transportation are grouped under six heads: (1) Passenger revenue; (2) Baggage, express, and milk revenue; (3) Parlor, sleeping, dining, and special car revenue; (4) Mail revenue; (5) Freight revenue; and (6) Miscellaneous transportation revenue. The latter includes switching service and amounts earned for transportation not elsewhere provided for. Railway revenues other than from transportation are under three heads: (1) Rent of tracks, equipment, and other railway property and facilities, including rent of buildings, land, and other property when used in connection with operation; (2) Power revenue, including earnings for power sold when the company does not conduct a general power, light, or other business, in which case it is considered an auxiliary operation; and (3) Other railway operating revenues, comprising earnings from station and car privileges, parcel-room receipts, storage of freight and baggage, demurrage for delay in loading and unloading cars, telephone and telegraph service when the expense is not separable from railway service, etc., and revenues derived from operations other than transportation not elsewhere provided for.

Revenues from auxiliary operations include earnings from the conduct of a general power, light, heat, or other business not incident to transportation by rail, and are grouped under four heads: (1) Electric service, including earnings from commercial or private light, power, and heat service, municipal street lighting, and sale of current to other public service corporations; (2) Profits on merchandise sold in connection with electric service; (3) Income from other sources in connection with operations of the electric light and power departments; and (4) Earnings from auxiliary operations other than those of the electric light and power departments. The income from parks, resorts, and attractions operated for the purpose of inducing travel upon the line of the company is credited to the expense account for conducting same.

Table 81 illustrates the differences in the relative importance of the several classes of revenue for electric railways and steam railroads in 1917, 1912, and 1907.

Table 81

Class of service.	Per cent distribution of operating revenues by source.					
	Electric railways.			Steam railroads.		
	1917	1912	1907	1917	1912	1907
Operating revenues	100.0	100.0	100.0	100.0	100.0	100.0
Passenger	92.8	88.8	91.5	20.6	23.2	21.8
Freight	2.8	1.8	1.3	70.3	69.3	70.4
Mail	0.1	0.1	0.2	1.5	1.8	1.9
Express	0.8	0.6	0.4	2.7	2.6	2.2
All other	3.5	8.7	6.7	4.9	3.2	3.6

Table 82, based on Tables 154 and 155, gives the percentages of increase, by geographic divisions, for the census periods 1912–1917 and 1907–1912 for operating revenues, and for the period 1912–1917 for railway operating revenues, for revenues from passenger, freight, mail, baggage, express, and milk service and other railway operations, and for revenues from auxiliary operations.

Table 82

Division.	Per cent of increase of operating revenues, by source and geographic divisions.[1]						
	Operating revenues.		Railway, 1912–1917.				Auxiliary, 1912–1917.
	1912–1917	1907–1912	Total.	Passenger.[2]	Freight, mail, baggage, express, and milk.	All other.	
United States	25.1	35.7	21.3	19.9	65.5	23.7	89.4
New England	24.5	21.7	23.4	21.6	3.9	12.7	82.9
Middle Atlantic	22.2	30.0	20.8	20.4	45.5	28.0	289.6
East North Central	32.2	36.4	26.6	25.5	46.1	31.7	132.0
West North Central	28.9	33.4	21.6	18.8	115.4	37.5	209.5
South Atlantic	43.3	38.3	30.3	27.3	153.9	28.1	104.4
East South Central	20.9	27.5	10.1	9.1	16.3	60.7	78.8
West South Central	35.3	52.8	29.7	26.1	395.5	68.5	94.6
Mountain	6.4	54.7	21.3	14.8	304.9	25.8	−41.9
Pacific	3.7	74.0	0.9	−1.4	43.5	−25.7	23.5

[1] A minus sign (−) denotes decrease.

[2] Includes "Parlor, sleeping, dining, and special car" service.

The growth in commodity business, freight, mail, baggage, express, and milk, is especially large in the West South Central and Mountain divisions and in the South Atlantic and West North Central divisions, and in auxiliary operations in the Middle Atlantic, West and East North Central, and the South Atlantic divisions.

Table 83, also based upon Tables 154 and 155, gives the per cent distribution of each class of revenue, by geographic divisions, and the per cent distribution of operating revenues, by class or source, for 1917 and 1912.

Table 83 — PER CENT DISTRIBUTION OF OPERATING REVENUES, BY GEOGRAPHIC DIVISIONS: 1917 AND 1912 (BASED ON TABLES 154 AND 155).

DIVISION.	Census year.	Operating revenues, total.	Railway operations.							Auxiliary operations.
			Passenger.	Baggage, express, and milk.	Parlor, sleeping, dining, and special car.	Mail.	Freight.	Miscellaneous transportation.	Other.	
PER CENT OF TOTAL.										
United States	1917	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	1912	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
New England	1917	9.9	10.6	9.5	17.2	10.9	11.8	5.9	7.2	3.3
	1912	10.0	10.4	11.0	18.7	14.6	8.1	4.1	8.3	3.4
Middle Atlantic	1917	33.0	36.1	20.5	22.2	15.8	11.9	25.7	43.0	6.5
	1912	33.8	35.9	19.2	24.4	23.2	13.8	24.7	44.7	3.1
East North Central	1917	25.2	24.6	43.0	36.7	29.6	30.2	24.4	25.0	28.1
	1912	23.8	23.5	47.7	31.3	23.9	34.4	38.0	21.7	23.0
West North Central	1917	8.1	8.1	4.6	6.4	16.0	9.7	10.0	7.8	9.0
	1912	7.9	8.1	3.5	3.9	17.5	7.2	6.0	7.2	5.5
South Atlantic	1917	8.0	6.5	5.5	4.8	9.9	8.7	10.9	4.4	23.7
	1912	6.9	6.2	5.1	5.9	8.3	5.1	3.1	4.7	21.9
East South Central	1917	2.9	2.5	0.9	1.7	3.2	1.5	2.4	1.8	8.0
	1912	3.0	2.8	2.8	1.1	2.2	1.7	1.5	1.4	8.5
West South Central	1917	3.2	3.1	6.1	3.0	3.0	0.2	1.4	5.2	4.8
	1912	3.0	3.0	0.7	2.7	0.8	0.4	2.0	3.9	4.7
Mountain	1917	1.7	1.5	2.6	1.7	0.8	3.3	4.5	1.1	2.5
	1912	2.0	1.6	1.4	2.6	0.7	1.3	1.1	1.2	3.3
Pacific	1917	8.0	7.0	7.3	6.3	10.8	22.7	14.8	4.5	14.1
	1912	9.6	8.5	8.6	9.4	8.8	28.0	19.5	6.9	21.6
PER CENT OF OPERATING REVENUES.										
United States	1917	100.0	85.0	0.7	0.1	0.1	2.6	0.2	2.9	8.4
	1912	100.0	88.6	0.6	0.2	0.1	1.8	0.3	2.8	5.6
New England	1917	100.0	90.9	0.7	0.2	0.1	3.1	0.1	2.1	2.8
	1912	100.0	92.9	0.7	0.3	0.2	1.5	0.2	2.3	1.9
Middle Atlantic	1917	100.0	92.9	0.4	0.1	0.1	0.9	0.1	3.8	1.7
	1912	100.0	94.2	0.4	0.1	0.1	0.7	0.3	3.7	0.5
East North Central	1917	100.0	82.9	1.2	0.2	0.1	3.1	0.2	2.9	9.4
	1912	100.0	87.3	1.3	0.3	0.1	2.6	0.5	2.5	5.4
West North Central	1917	100.0	83.9	0.4	0.1	0.2	3.1	0.2	2.8	9.3
	1912	100.0	91.0	0.3	0.1	0.3	1.6	0.3	2.5	3.9
South Atlantic	1917	100.0	69.7	0.5	0.1	0.1	2.9	0.2	1.6	24.9
	1912	100.0	78.4	0.5	0.2	0.1	1.3	0.1	1.9	17.5
East South Central	1917	100.0	73.3	0.2	0.1	0.1	1.8	0.1	1.8	23.1
	1912	100.0	81.2	0.6	0.1	0.1	1.0	0.2	1.3	15.5
West South Central	1917	100.0	81.0	1.3	0.1	0.1	0.2	0.1	4.7	12.5
	1912	100.0	86.8	0.2	0.2	(1)	0.3	0.2	3.6	8.7
Mountain	1917	100.0	78.4	1.1	0.2	(1)	5.1	0.4	1.9	12.9
	1912	100.0	72.6	0.5	0.2	(1)	1.1	0.2	1.8	23.6
Pacific	1917	100.0	74.9	0.6	0.1	0.1	7.4	0.3	1.7	14.9
	1912	100.0	78.7	0.6	0.2	0.1	5.2	0.7	2.0	12.5

[1] Less than one-tenth of 1 per cent.

Operating revenues of companies classified according to income from railway operations.—The classification according to size is based upon income from railway operations; hence income from auxiliary operations, of which the chief is light and power service, and other nontransportation revenues do not affect the classification, however large they may be.

Table 84 gives the comparative statistics for operating revenues, by source, for companies thus classified, for 1917, 1912, and 1907.

Table 84

OPERATING REVENUES, BY SOURCE, OF COMPANIES CLASSIFIED ACCORDING TO INCOME FROM RAILWAY OPERATIONS: CLASS A, OVER $1,000,000; CLASS B, OVER $250,000 TO $1,000,000; CLASS C, $250,000 AND LESS.

ACCOUNT.	1917	1912	1907	Per cent of increase.[1] 1907-1917	1912-1917	1907-1912
Number of companies	943	975	939	.....	.....	.....
Class A	114	91	76	.....	.....	.....
Class B	179	155	130	.....	.....	.....
Class C	650	729	733	.....	.....	.....
Operating revenues	$709,825,092	$567,511,704	$418,187,858	69.7	25.1	35.7
Class A	545,798,133	422,793,977	297,062,346	83.7	29.1	42.3
Class B	105,812,111	86,264,601	66,807,839	58.4	22.7	29.1
Class C	58,214,848	58,453,126	54,317,673	7.2	−0.4	7.6
Railway operating revenues	650,149,806	535,996,122	400,896,034	62.2	21.3	33.7
Class A	513,386,185	408,826,970	(2)	.....	25.6	.....
Class B	89,930,488	77,559,916	(2)	.....	15.9	.....
Class B	46,833,133	49,609,236	(2)	.....	−5.6	.....
Passenger	603,129,620	502,651,637	382,132,494	57.8	20.0	31.5
Class A	482,498,896	387,824,233	280,387,112	72.1	24.4	38.3
Class B	79,163,122	70,090,673	58,176,517	36.1	12.9	20.5
Class C	41,467,602	44,736,731	43,568,865	−4.8	−7.3	2.7
Baggage, express, and milk [3]	4,965,566	3,687,947	1,560,802	218.1	34.6	136.3
Class A	2,975,143	1,916,102	873,980	240.4	55.3	119.2
Class B	1,239,666	1,158,131	396,926	212.3	7.0	191.8
Class C	750,757	613,714	289,896	159.0	22.3	111.7
Parlor, sleeping, dining, and special car [4]	957,966	1,036,530	705,261	35.8	−7.6	47.0
Class A	710,123	698,801	437,082	62.5	1.6	59.9
Class B	174,710	216,575	155,292	12.5	−19.3	39.5
Class C	73,133	121,144	112,887	−35.2	−39.6	7.3
Mail	614,678	723,640	646,575	−4.9	−15.1	11.9
Class A	347,002	504,260	448,462	−22.6	−31.2	12.4
Class B	150,966	106,163	81,931	84.3	42.2	29.6
Class C	116,710	113,217	116,182	0.5	3.1	−2.6
Freight	18,546,504	10,165,616	5,231,215	254.5	82.4	94.3
Class A	10,696,141	4,909,404	1,571,763	580.5	117.9	212.4
Class B	5,370,694	2,933,011	1,958,313	174.3	83.1	49.8
Class C	2,479,669	2,323,201	1,701,139	45.8	6.7	36.6
Miscellaneous transportation	1,066,138	1,919,413	(2)	.....	−44.5	.....
Class A	429,721	1,226,410	(2)	.....	−65.0	.....
Class B	209,588	404,405	(2)	.....	−33.3	.....
Class C	366,829	286,598	(2)	.....	28.0	.....
From other railway operations	20,869,334	15,811,349	10,619,687	96.5	32.0	48.9
Class A	15,729,159	11,745,760	(2)	.....	33.9	.....
Class B	3,561,742	2,650,958	(2)	.....	34.4	.....
Class C	1,578,433	1,414,631	(2)	.....	11.6	.....
Auxiliary operating revenues	59,675,286	31,515,582	17,291,824	245.1	89.4	82.3
Class A	32,411,948	13,967,007	(2)	.....	132.1	.....
Class B	15,881,623	8,704,685	(2)	.....	82.4	.....
Class C	11,381,715	8,843,890	(2)	.....	28.7	.....

[1] A minus sign (−) denotes decrease. [2] Figures not available. [3] Reported as "Express" in 1907. [4] Reported as "Chartered cars" in 1907.

The growth of the interurban lines has caused a large increase in freight and baggage, express, and milk revenue.

As a rule the companies of class A, the larger companies, show the higher percentages of increase. The average operating revenues per company for all companies of each class are as follows:

CLASS.	AVERAGE OPERATING REVENUE PER COMPANY. 1917	1912	1907	1902
All companies	$752,731	$582,063	$445,354	$309,890
Class A	4,787,703	4,646,068	3,908,715	3,812,347
Class B	591,129	556,546	513,906	490,659
Class C	89,561	80,183	74,103	59,447

Table 85 gives percentage data derived from Table 84 for each class and for the years 1917 and 1912.

Although passenger traffic is the chief source of revenue for all classes of companies, it constitutes a diminished proportion from census to census. For companies of class A it formed 88.4 per cent of all operating revenues in 1917, 91.7 per cent in 1912, 94.4 per cent in 1907, and 96.9 per cent in 1902; for class B, 74.8, 81.2, 87.1, and 92.5 per cent, respectively, for the four years; and for class C, 71.2, 76.5, 80.2, and 86.2 per cent. The counterbalancing increases are chiefly in auxiliary operations and to some extent in freight.

Table 85

ACCOUNT.	PER CENT DISTRIBUTION OF OPERATING REVENUES, BY SOURCE, OF COMPANIES CLASSIFIED ACCORDING TO INCOME FROM RAILWAY OPERATIONS (BASED ON TABLE 84).					
	Class A—Over $1,000,000.		Class B—Over $250,000 to $1,000,000.		Class C—$250,000 and less.	
	1917	1912	1917	1912	1917	1912
PER CENT DISTRIBUTION BY CLASSES.						
Number of companies	12.1	9.3	19.0	15.9	68.9	74.8
Operating revenues	76.9	74.5	14.9	15.2	8.2	10.3
Railway operating revenues	79.0	76.3	13.8	14.4	7.2	9.3
Passenger	80.0	77.2	13.1	13.9	6.9	8.9
Baggage, express, and milk	59.9	52.0	25.0	31.4	15.1	16.6
Parlor, sleeping, dining, and special car	74.1	67.4	18.3	20.9	7.6	11.7
Mail	56.4	69.7	24.6	14.7	19.0	15.6
Freight	57.7	48.3	28.9	28.9	13.4	22.9
Miscellaneous transportation	40.3	64.0	25.3	21.1	34.4	14.9
From other railway operations	75.4	74.3	17.1	16.8	7.5	8.9
Auxiliary operating revenues	54.3	44.3	26.6	27.6	19.1	28.1

ACCOUNT.	PER CENT DISTRIBUTION OF OPERATING REVENUES, BY SOURCE, OF COMPANIES CLASSIFIED ACCORDING TO INCOME FROM RAILWAY OPERATIONS (BASED ON TABLE 84).					
	Class A—Over $1,000,000.		Class B—Over $250,000 to $1,000,000.		Class C—$250,000 and less.	
	1917	1912	1917	1912	1917	1912
PER CENT DISTRIBUTION OF OPERATING REVENUES.						
Operating revenues	100.0	100.0	100.0	100.0	100.0	100.0
Railway operating revenues	94.1	96.7	85.0	89.9	80.4	84.9
Passenger	88.4	91.7	74.8	81.2	71.2	76.5
Baggage, express, and milk	0.5	0.4	1.2	1.3	1.3	1.1
Parlor, sleeping, dining, and special car	0.1	0.2	0.2	0.3	0.1	0.2
Mail	0.1	0.1	0.1	0.1	0.2	0.2
Freight	2.0	1.2	5.1	3.4	4.3	4.0
Miscellaneous transportation	0.1	0.3	0.2	0.5	0.6	0.5
From other railway operations	2.9	2.8	3.4	3.1	2.7	2.4
Auxiliary operating revenues	5.9	3.3	15.0	10.1	19.6	15.1

Operating revenues of companies without and with commercial lighting.—The operating revenues of companies grouped according to classification designated as "X," without commercial lighting; "Y," with commercial lighting; and "Z," miscellaneous, distributed according to source, are given in Table 86 for the last three census years, and the percentage distribution of the items in Table 87 for the years 1917 and 1912.

Table 86

ACCOUNT AND CLASS.	OPERATING REVENUES, BY SOURCE, OF COMPANIES OF CLASS X, WITHOUT COMMERCIAL LIGHTING; CLASS Y, WITH COMMERCIAL LIGHTING; AND CLASS Z, MISCELLANEOUS.					
	1917	1912	1907	Per cent of increase.[1]		
				1907-1917	1912-1917	1907-1912
Number of companies	943	975	939	.....	.....	.....
Class X	758	760	709	.....	.....	.....
Class Y	159	168	175	.....	.....	.....
Class Z	26	47	55	.....	.....	.....
Operating revenues	$709,825,092	$567,511,704	$418,187,858	69.7	25.1	35.7
Class X	545,984,730	461,908,807	347,955,013	56.9	18.2	32.7
Class Y	163,476,870	104,575,497	68,986,416	137.0	56.3	51.6
Class Z	363,492	1,027,400	1,246,429	.....	.....	.....
Railway operating revenues	650,149,806	535,996,122	400,896,034	62.2	21.3	33.7
Class X	543,701.639	461,908,807	(2)	.....	17.7	.....
Class Y	106,092,942	73,144,581	(2)	.....	45.0	.....
Class Z	355,225	942,734	(2)	.....	.....	.....
Passenger	603,129,620	502,651,637	382,132,494	57.8	20.0	31.5
Class X	506,977,208	434,530,907	331,504,175	52.9	16.7	31.1
Class Y	96,001,979	67,301,669	49,500,161	93.9	42.6	36.0
Class Z	150,433	819,061	1,128,158	.....	.....	.....
Baggage, express, and milk[3]	4,965.566	3,687,947	1,560,802	218.1	34.6	136.3
Class X	3.582.058	2,465,056	1,139,824	214.3	45.3	116.3
Class Y	1,379,546	1,214,906	413,975	233.2	13.6	.....
Class Z	3,962	7,985	7,003	.....	.....	.....
Parlor, sleeping, dining, and special car[4]	957,966	1,036,520	705,261	35.8	−7.6	47.0
Class X	706,419	798,151	559,853	26.2	−11.5	42.6
Class Y	251,547	237,990	144,662	73.9	5.7	64.5
Class Z	.....	379	746	.....	.....	.....
Mail	614,678	723,640	646,575	−4.9	−15.1	11.9
Class X	463,033	631,994	577,721	−19.9	−26.7	9.4
Class Y	149,171	89,596	68,478	117.8	66.5	30.8
Class Z	2,474	2,050	376	.....	.....	.....
Freight	18,546,504	10,165,616	5,231,215	254.5	82.4	94.3
Class X	13,518,344	7,547,669	4,077,049	231.6	79.1	85.1
Class Y	5,017,987	2,529,931	1,121,752	347.3	98.3	.....
Class Z	10,173	88,016	32,414	.....	.....	.....
Miscellaneous transportation	1,066,138	1,919,413	(2)	.....	−44.5	.....
Class X	650,621	1,516,984	(2)	.....	−57.1	.....
Class Y	283,391	400,314	(2)	.....	−29.2	.....
Class Z	132,126	2,115	(2)	.....	.....	.....
From other railway operations	20,869,334	15,811,349	10,619,687	96.5	32.0	48.9
Class X	17,803,956	14,418,046	(2)	.....	23.5	.....
Class Y	3,009,321	1,370,175	(2)	.....	119.6	.....
Class Z	56,057	23,128	(2)	.....	.....	.....
Auxiliary operating revenues	59,675,286	31,515,582	17,291,824	245.1	89.4	82.3
Class X	2,283,091	(2)	(2)	.....	.....	.....
Class Y	57,383,928	31,430,916	(2)	.....	82.6	.....
Class Z	8,267	84,666	(2)	.....	.....	.....

[1] A minus sign (−) denotes decrease. [2] Figures not available. [3] Reported as "Express cars" in 1907. [4] Reported as "Chartered cars" in 1907.

Table 87

Account.	Per cent distribution of operating revenues, by source, of companies without and with commercial lighting (based on table 86).					
	Class X—Without commercial lighting.		Class Y—With commercial lighting.		Class Z—Miscellaneous.	
	1917	1912	1917	1912	1917	1912
Per cent distribution by class.						
Number of companies	80.4	78.0	16.9	17.2	2.	4.8
Operating revenues	76.9	81.4	23.0	18.4	0.1	0.2
Railway operating revenues	83.6	86.2	16.3	13.6	0.1	0.2
Passenger	84.1	86.4	15.9	13.3	(1)	0.3
Baggage, express, and milk	72.1	66.9	27.8	32.9	0.1	0.2
Parlor, sleeping, dining and special car	73.7	77.0	26.3	23.0	.....	(1)
Mail	75.3	87.3	24.3	12.4	0.4	0.3
Freight	72.9	74.2	27.0	24.9	0.1	0.9
Miscellaneous transportation	61.0	79.0	26.6	20.9	12.4	0.1
From other railway operations	85.3	91.2	14.4	8.7	0.3	0.1
Auxiliary operating revenues	3.8	.....	96.2	99.7	.....	0.3

Account.	Per cent distribution of operating revenues, by source, of companies without and with commercial lighting (based on table 86).					
	Class X—Without commercial lighting		Class Y—With commercial lighting.		Class Z—Miscellaneous.	
	1917	1912	1917	1912	1917	1912
Per cent distribution of operating expenses.						
Operating revenues	100.0	100.0	100.0	100.0	100.0	100.0
Railway operating revenues	99.6	100.0	64.9	69.9	97.7	91.8
Passenger	92.9	94.1	58.7	64.4	41.4	79.7
Baggage, express, and milk	0.6	0.5	0.8	1.2	1.1	0.8
Parlor, sleeping, dining and special car	0.1	0.2	0.2	0.2	.....	(1)
Mail	0.1	0.1	0.1	(1)	0.7	0.2
Freight	2.5	1.6	3.1	2.4	2.8	8.6
Miscellaneous transportation	0.1	0.3	0.2	0.4	36.3	0.2
From other railway operations	3.3	3.1	1.8	1.3	15.4	2.3
Auxiliary operating revenues	0.4	.....	35.1	30.1	2.3	8.2

[1] Less than one-tenth of 1 per cent.

Operating revenues of companies classified as "Elevated and subway" and "Surface."—Tables 88 and 89 present similar statistics for the selected group of "Elevated and subway" companies, and for all other, designated as "Surface."

Table 88

Account and group.[1]	Operating revenues of "elevated and subway" and "surface" groups of companies.					
	1917	1912	1907	Per cent of increase.[2]		
				1917–1912	1912–1917	1907–1912
Number of companies	943	975	939	.....	.....	.....
Elevated and subway	7	7	6	.....	.....	.....
Surface (or all other)	936	968	933	.....	.....	.....
Operating revenues	$709,825,092	$567,511,704	$418,187,858	69.7	25.1	35.7
Elevated and subway	68,536,919	52,288,727	33,874,054	102.3	31.2	54.2
Surface	641,288,173	515,272,977	384,313,804	66.9	24.5	34.1
Passenger	603,129,620	502,651,637	382,132,494	57.8	20.0	31.5
Elevated and subway	63,936,906	50,327,764	31,601,516	102.3	27.0	59.3
Surface	539,192,714	452,323,873	350,530,978	53.8	19.2	29.0
All other	106,695,472	64,860,067	36,055,364	195.9	64.5	79.9
Elevated and subway	4,600,013	1,910,968	2,272,538	102.4	140.7	−15.9
Surface	102,095,459	62,949,104	33,782,826	202.2	62.2	86.3

[1] See note 1, Table 79.

[2] A minus sign (−) denotes decrease.

Table 89

	Per cent distribution of operating revenues, by source, of "elevated and subway" and "surface" groups of companies (based on table 88).							
	Per cent of total.				Per cent of operating revenues.			
	Elevated and subway.		Surface.		Elevated and subway.		Surface.	
	1917	1912	1917	1912	1917	1912	1917	1912
Operating revenues	9.7	9.2	90.3	90.8	100.0	100.0	100.0	100.0
Passenger	10.6	10.0	89.4	90.0	93.3	96.3	84.1	87.8
All other	4.3	3.0	95.7	97.0	6.7	3.7	15.9	12.2

Nonoperating income.—The nonoperating income of the operating companies aggregated $20,282,948 in 1917, as compared with $18,418,813 in 1912 and $11,556,396 in 1907, an increase of 10.1 per cent for the period 1912–1917 and 59.4 per cent for the period 1907–1912. Comparative statistics for 1917 and 1912, by geographic divisions and states, are given in Table 151 (pp. 146–147).

The detail statistics by accounts, for 1917, are given in Table 90.

The income of the operating companies from dividends on railway and other stocks and from interest on the funded securities of railway and other companies, aggregating $11,026,585 in 1917, represents an average return of 3.9 per cent on the value of the securities as reported in the balance-sheet statement, the same aggregating $280,902,759.

Table 90

DIVISION AND STATE.	NONOPERATING INCOME OF OPERATING COMPANIES: 1917.					
	Total.	Income from lease of road and miscellaneous rents.	Net income from miscellaneous physical property.	Dividend income.	Income from funded securities.	Miscellaneous income not elsewhere specified.[1]
UNITED STATES	$20,282,948	$2,326,328	$3,505,842	$6,640,552	$4,386,033	$3,424,193
GEOGRAPHIC DIVISIONS:						
New England	757,916	249,758	38,824	202,726	107,407	159,201
Middle Atlantic	8,636,784	1,186,911	368,046	3,591,083	2,767,866	722,878
East North Central	4,035,707	278,622	445,590	1,494,477	302,991	1,514,027
West North Central	412,609	7,862	39,527	10,736	221,240	133,244
South Atlantic	3,369,310	327,086	1,092,781	1,247,875	208,482	493,086
East South Central	246,883	97,837	20,787	40,003	56,386	31,879
West South Central	1,082,901	77,159	878,885	17,105	66,052	43,700
Mountain	465,236	806	412,074	155	22,367	29,834
Pacific	1,275,602	100,287	209,328	36,392	633,242	296,353
NEW ENGLAND:						
Maine	143,450	1,085	288	87,991	30,393	23,693
New Hampshire	6,909	637	.....	.....	700	5,572
Vermont	48,489	2,081	32,273	85	11,589	2,461
Massachusetts	211,547	45,933	2,414	9,180	43,675	110,345
Rhode Island and Connecticut	347,521	200,022	3,849	105,470	21,050	17,130
MIDDLE ATLANTIC:						
New York	4,697,353	856,589	353,546	854,863	2,307,322	325,033
New Jersey	269,212	1,110	.....	140,147	95,644	32,311
Pennsylvania	3,670,219	329,212	14,500	2,596,073	364,900	365,534
EAST NORTH CENTRAL:						
Ohio	1,091,873	192,356	56,749	582,845	81,193	178,730
Indiana	400,342	33,514	91,668	163,569	43,453	68,138
Illinois	1,694,417	30,852	262,236	163,744	18,484	1,219,101
Michigan	635,274	.....	188	582,457	20,747	31,882
Wisconsin	213,801	21,900	34,749	1,862	139,114	16,176
WEST NORTH CENTRAL:						
Minnesota	52,460	1,913	.....	.....	5,718	44,829
Iowa	110,328	300	25,232	7,770	36,826	40,200
Missouri	170,259	4,649	2,155	500	134,210	28,745
North Dakota and South Dakota	235	.....	.....	.....	.....	235
Nebraska	20,364	.....	341	2,466	17,007	550
Kansas	58,963	1,000	11,799	.....	27,479	18,685
SOUTH ATLANTIC:						
Delaware, Maryland, and District of Columbia	1,293,047	282,855	8,646	726,755	74,944	199,847
Virginia	257,743	664	155,663	37,194	61,017	3,205
West Virginia	942,906	30,556	666,258	135,134	49,644	61,314
North Carolina	397,615	6,713	188,571	131,443	13,394	57,494
South Carolina	137,838	6,262	59,267	52,179	910	19,220
Georgia	338,601	.....	14,376	165,170	8,573	150,482
Florida	1,560	36	.....	.....	.....	1,524
EAST SOUTH CENTRAL:						
Kentucky	149,555	97,266	.....	40,000	4,277	8,012
Tennessee	36,333	448	.....	.....	29,550	6,335
Alabama	36,325	123	10,250	3	18,800	7,149
Mississippi	24,670	.....	10,537	.....	3,759	10,374
WEST SOUTH CENTRAL:						
Arkansas	33,336	261	15,912	16,805	.....	358
Louisiana	789,740	17,254	710,219	300	42,833	19,134
Oklahoma	25,449	18	10	.....	6,150	19,271
Texas	234,376	59,626	152,744	.....	17,069	4,937
MOUNTAIN:						
Montana	18,500	.....	18,316	.....	121	63
Colorado	46,736	79	.....	155	18,975	27,527
Idaho and Wyoming	2,194	.....	.....	.....	.....	2,194
Nevada and Utah	377,486	727	374,221	.....	2,507	31
New Mexico and Arizona	20,320	.....	19,537	.....	764	19
PACIFIC:						
Washington	653,940	14,845	41,817	.....	546,898	50,380
Oregon	184,711	12,006	145,504	5,976	8,618	12,607
California	436,951	73,436	22,007	30,416	77,726	233,366
Hawaii and Porto Rico	18,704	4,243	4,668	.....	2,673	7,120

[1] Includes income from unfunded securities and accounts, from sinking fund and other reserves, release of premiums on funded debt, contributions from others with no obligation for reimbursement, etc.

Table 91 shows the distribution of nonoperating income of operating companies for 1917, 1912, and 1907, by companies grouped according to size, and Table 92 the distribution of same for 1917, by accounts.

Table 91

CLASS.	NONOPERATING INCOME OF OPERATING COMPANIES CLASSIFIED ACCORDING TO INCOME FROM RAILWAY OPERATIONS.					
	1917	1912	1907	Per cent of total.		
				1917	1912	1907
Total—All companies	$20,282,948	$18,418,813	$11,556,396	100.0	100.0	100.0
Class A—Over $1,000,000	14,758,821	13,616,088	6,008,657	72.8	73.9	52.0
Class B—Over $250,000 to $1,000,000	3,679,785	2,743,982	2,654,409	18.1	14.9	23.0
Class C—$250,000 and less	1,844,342	2,058,743	2,893,330	9.1	11.2	25.0

Table 92

CLASS.	NONOPERATING INCOME, BY SOURCE, OF OPERATING COMPANIES CLASSIFIED ACCORDING TO INCOME FROM RAILWAY OPERATIONS.					
	Total.	Income from lease of road and miscellaneous rents.	Net income from miscellaneous physical property.	Dividend income.	Income from funded securities.	Miscellaneous income not elsewhere specified.
Total—All companies	$20,282,948	$2,326,328	$3,505,842	$6,640,552	$4,386,083	$3,424,198
Class A—Over $1,000,000	14,758,821	1,539,842	2,275,773	5,007,713	3,272,701	2,662,792
Class B—Over $250,000 to $1,000,000	3,679,785	634,007	552,929	1,263,431	806,344	421,174
Class C—$250,000 and less	1,844,342	152,479	677,140	369,408	305,088	340,227

Operating expenses.—The factors involved in operating expense are many and varied and in few cases are they identical. Differences in character of the systems, in power and the source of power, in character of roadbed and rolling stock, and the territory served affect the costs of maintenance and operation; hence comparisons are only of value as illustrating general conditions. The operating cost per unit is commonly used as a gauge of efficiency of management, but the fixed and overhead charges are to be taken into account. A comparison of operating revenues and expenses on the basis of equipment and traffic units is given under the heading "General results of operations" (p. 86). Railway operating expenses are classified under six general accounts: (I) Way and structures; (II) Equipment; (III) Power; (IV) Conducting transportation; (V) Traffic; (VI) General and miscellaneous, with "Transportation for investment," a credit account, which relates to the cost of transporting men and materials on account of new construction, additions, and betterments when such expenses have been charged to the operating account. The expenses of auxiliary operations are carried as a single account.

Table 157 (p. 154) gives the comparative statistics of operating expenses by general accounts for 1917, 1912, and 1907, by geographic divisions and states, and for Hawaii and Porto Rico for 1917 and 1907, and Table 158 (p. 156) the statistics by primary accounts for 1917.

Table 93 is a comparative summary for the United States for the three years 1917, 1912, and 1907 of the general accounts, with percentages of increase. Table 94 gives the per cent distribution of the accounts.

Table 93

ACCOUNT.	OPERATING EXPENSES, BY ACCOUNTS.					
	1917	1912	1907	Per cent of increase.[1]		
				1907–1917	1912–1917	1907–1912
Number of companies	943	975	939	.....	.....	.....
Operating expenses, total	$452,594,654	$332,896,356	$251,309,252	80.1	36.0	32.5
Railway operating expenses	421,250,838	318,700,534	245,140,379	71.8	32.2	30.0
Way and structures	55,470,419	44,270,582	28,520,925	94.5	25.3	55.2
Equipment	48,981,554	38,717,202	31,485,810	55.6	26.5	23.0
Power	76,958,461	53,598,922	43,972,669	75.0	43.6	21.9
Conducting transportation	174,972,645	[2] 129,204,515	[2] 97,122,681	80.2	35.4	33.0
Traffic	2,301,817	2,606,057	1,730,851	33.0	−11.7	50.6
General and miscellaneous	62,738,265	50,303,256	42,307,443	48.3	24.7	18.9
Transportation for investment—credit	*172,583*	.....	.....	.....	.....	.....
Auxiliary operations—expenses	31,343,816	14,195,822	6,168 873	408.1	120.8	130.1

[1] A minus sign (−) denotes decrease.

[2] Includes superintendence of power.

Table 94

ACCOUNT.	PER CENT DISTRIBUTION OF OPERATING EXPENSES, BY ACCOUNTS (BASED ON TABLE 93).		
	1917	1912	1907
Operating expenses, total	100.0	100.0	100.0
Railway operating expenses	93.1	95.7	97.5
Way and structures	12.2	13.3	11.3
Equipment	10.8	11.6	12.5
Power	17.0	16.1	17.5
Conducting transportation	38.7	38.8	38.7
Traffic	0.5	0.8	0.7
General and miscellaneous	13.9	15.1	16.8
Transportation for investment—credit	(1)	.....	.....
Auxiliary operations—expenses	6.9	4.3	2.5

[1] Less than one-tenth of 1 per cent.

Auxiliary operations, chiefly light and power business, constitute an important factor. Considering railway operating expenses, the expenses for conducting transportation constituted 41.5 per cent in 1917, 40.5 per cent in 1912, and 39.6 per cent in 1907; and power expenses, 18.3 per cent in 1917, 16.8 per cent in 1912, and 17.9 per cent in 1907.

The primary operating expenses given in Table 158 will be understood from their titles. The "Other operations," credit accounts under "Way and structures," "Equipment," "Power," and "Miscellaneous," are the expenses included in the primary accounts which are chargeable to some auxiliary operation, such as a light and power department, the distributed charges for which have been made to the primary accounts of the railway department. The credit account "Power purchased and exchanged"

under "Power" ($4,259,812 for the United States), is the credit balance for companies exchanging power with other companies where there is a credit balance. The account "Power purchased and exchanged" ($42,017,775 for the United States) includes the debtor balances for companies exchanging power with other companies, together with the cost of purchased power for companies that do not exchange power.

The railway operating expense accounts are cleared of expense chargeable to auxiliary operations through the credit accounts.

Operating expense of companies classified according to income from railway operations.—Table 95 shows for 1917 the distribution of the general operating expense account for companies of classes A, B, and C, and Table 96 the per cent distribution as between the classes and for each class by accounts.

Table 95 — OPERATING EXPENSES, BY ACCOUNTS—COMPANIES CLASSIFIED ACCORDING TO INCOME FROM RAILWAY OPERATIONS: 1917.

ACCOUNT.	Total.	Class A—Over $1,000,000.	Class B—Over $250,000 to $1,000,000.	Class C—$250,000 and less.
Number of companies	943	114	179	650
Operating expenses, total	$452,594,654	$340,055,035	$70,304,757	$42,234,862
Railway operating expenses	421,250,838	322,769,195	62,528,547	35,953,096
Way and structures	55,470,419	41,882,192	8,619,811	4,968,416
Equipment	48,981,554	37,894,165	6,836,922	4,250,467
Power	76,958,461	56,201,555	12,652,775	8,104,131
Conducting transportation	174,972,645	139,964,660	23,046,724	11,961,261
Traffic	2,301,817	1,265,290	725,877	310,650
General and miscellaneous	62,738,265	45,727,954	10,650,757	6,359,554
Transportation for investment—credit	*172,323*	*166,621*	*4,319*	*1,383*
Auxiliary operations—expenses	31,343,816	17,285,840	7,776,210	6,281,766

Table 96 — PER CENT DISTRIBUTION OF OPERATING EXPENSES OF COMPANIES CLASSIFIED ACCORDING TO INCOME FROM RAILWAY OPERATIONS: 1917 (BASED ON TABLE 95).

ACCOUNT.	By classes.			By accounts.			
	Class A.	Class B.	Class C.	All companies.	Class A.	Class B.	Class C.
Operating expenses, total	75.1	15.5	9.4	100.0	100.0	100.0	100.0
Railway operating expenses	76.6	14.9	8.5	93.1	94.9	88.9	85.1
Way and structures	75.5	15.5	9.0	12.2	12.3	12.3	11.8
Equipment	77.4	13.9	8.7	10.8	11.1	9.7	10.1
Power	73.0	16.5	10.5	17.0	16.5	18.0	19.2
Conducting transportation	80.0	13.2	6.8	38.7	41.2	32.8	28.3
Traffic	55.0	31.5	13.5	0.5	0.4	1.0	0.7
General and miscellaneous	72.9	17.0	10.1	13.9	13.4	15.1	15.0
Transportation for investment—credit	*96.7*	*2.5*	*0.8*	(1)	(1)	(1)	(1)
Auxiliary operations—expenses	55.1	24.8	20.1	6.9	5.1	11.1	14.9

1 Less than one-tenth of 1 per cent.

Considering railway operating expenses solely, the expenses for conducting transportation constitute a greater proportion of the total for the larger companies than for the smaller companies, and power expense a greater proportion of the total railway operating expenses for the smaller than for the larger companies. The expenses for conducting transportation constituted 43.4 per cent of the railway operating expenses, 1917, for companies of class A, 36.8 per cent for class B, and 33.3 per cent for class C; and power expenses, 17.4 per cent for companies of class A, 20.2 per cent for class B, and 22.5 per cent for class C.

Operating expenses of companies without and with commercial lighting.—Tables 97 and 98 present the operating expense statistics for 1917, in line with the foregoing, for companies classified according to character of operations—"X" without commercial light and power business, "Y" with commercial light and power business, and "Z" miscellaneous.

Table 97 — OPERATING EXPENSES, BY ACCOUNTS, OF COMPANIES WITHOUT AND WITH COMMERCIAL LIGHTING: 1917.

ACCOUNT.	Total.	Class X—Without commercial lighting.	Class Y—With commercial lighting.	Class Z—Miscellaneous.
Number of companies	943	758	159	26
Operating expenses, total	$452,594,654	$348,373,795	$103,947,953	$272,906
Railway operating expenses	421,250,838	347,326,705	73,654,104	270,029
Way and structures	55,470,419	45,641,793	9,787,207	41,419
Equipment	48,981,554	40,328,318	8,625,638	27,598
Power	76,958,461	63,865,789	13,052,990	39,682
Conducting transportation	174,972,645	145,250,998	29,633,598	88,049
Traffic	2,301,817	1,705,578	592,976	3,263
General and miscellaneous	62,738,265	50,675,386	11,992,861	70,018
Transportation for investment—credit	*172,323*	*141,157*	*31,166*	.....
Auxiliary operations—expenses	31,343,816	1,047,090	30,293,849	2,877

Table 98 — PER CENT DISTRIBUTION OF OPERATING EXPENSES OF COMPANIES WITHOUT AND WITH COMMERCIAL LIGHTING: 1917 (BASED ON TABLE 97).

ACCOUNT.	By classes.			By accounts.			
	Class X.	Class Y.	Class Z.	All companies	Class X.	Class Y.	Class Z.
Operating expenses, total	77.0	23.0	(1)	100.0	100.0	100.0	100.0
Railway operating expenses	82.5	17.5	(1)	93.1	99.7	70.9	98.9
Way and structures	82.3	17.6	0.1	12.2	13.1	9.4	15.2
Equipment	82.3	17.6	0.1	10.8	11.6	8.3	10.1
Power	83.0	17.0	(1)	17.0	18.3	12.6	14.5
Conducting transportation	83.0	16.9	0.1	38.7	41.7	28.5	32.3
Traffic	74.1	25.8	0.1	0.5	0.5	0.6	1.2
General and miscellaneous	80.8	19.1	0.1	13.9	14.5	11.5	25.6
Transportation for investment—credit	*81.9*	*18.1*	.....	(1)	(1)	(1)	.....
Auxiliary operations—expenses	3.3	96.7	(1)	6.9	0.3	29.1	1.1

1 Less than one-tenth of 1 per cent.

Operating expenses of companies classified as "Elevated and subway" and "Surface."—Table 99 presents the statistics for operating expenses, by accounts, for the "Elevated and subway" and "Surface" groups for 1917.

Table 99 — OPERATING EXPENSES, BY ACCOUNTS—COMPANIES GROUPED AS "ELEVATED AND SUBWAY" AND "SURFACE": 1917.[1]

ACCOUNT.	Total.	"Elevated and subway."	"Surface."	Per cent of operating expenses. Elevated and subway.	Per cent of operating expenses. Surface.
Number of companies	943	7	936	.....	.....
Operating expenses, total	$452,594,654	$31,669,437	$420,925,217	100.0	100.0
Railway operating expenses	421,250,838	31,014,196	390,236,642	97.9	92.7
Way and structures	55,470,419	3,242,355	52,228,064	10.2	12.4
Equipment	48,981,554	4,433,445	44,548,109	14.0	10.6
Power	76,958,461	6,399,494	70,558,967	20.2	16.8
Conducting transportation	174,972,645	13,881,627	161,091,018	43.8	38.2
Traffic	2,301,817	26,894	2,275,923	0.1	0.5
General and miscellaneous	62,738,265	3,031,381	59,706,884	9.6	14.2
Transportation for investment—credit	*172,323*	.....	*172,323*	.....	(2)
Auxiliary operations—expenses	31,343,816	655,241	30,688,575	2.1	7.3

[1] See note 1, Table 79. [2] Less than one-tenth of 1 per cent.

Taxes and deductions from gross income.—At prior censuses taxes were treated as a deduction from income, together with rentals for leased lines, interest, charges for sinking funds, and other deductions; but in accordance with the present system of accounting, taxes assignable to railway operations are a charge against net operating revenue, and charges for sinking fund are handled as a profit and loss account. These changes in method of handling the accounts necessitate a somewhat different method of presenting the statistics from that employed at the last and prior censuses.

Taxes.—Table 151 (p. 146) gives the taxes assignable to railway operations by geographic divisions and states. The schedule called for a distribution of taxes between "Real and personal property" and "Earnings, capital and other," and the segregated figures are given in Table 100.

Table 100 — TAXES ASSIGNABLE TO RAILWAY OPERATIONS: 1917.

DIVISION AND STATE.	Total.	On real and personal property.	On earnings, capital, and other.
UNITED STATES	$45,756,695	$21,804,619	$23,952,076
GEOGRAPHIC DIVISIONS:			
New England	3,824,445	1,303,472	2,520,973
Middle Atlantic	14,801,896	4,829,148	9,972,748
East North Central	11,283,723	6,721,780	4,561,943
West North Central	3,930,693	2,727,837	1,202,856
South Atlantic	3,737,664	1,574,461	2,163,203
East South Central	1,639,427	1,084,338	555,089
West South Central	1,605,730	1,074,964	530,766
Mountain	870,480	786,549	83,931
Pacific	4,062,637	1,702,070	2,360,567
NEW ENGLAND:			
Maine	198,524	118,306	80,218
New Hampshire	67,404	55,055	12,349
Vermont	34,684	32,524	2,160
Massachusetts	2,210,133	958,979	1,251,154
Rhode Island and Connecticut	1,313,700	138,608	1,175,092
MIDDLE ATLANTIC:			
New York	9,713,970	3,880,592	5,833,378
New Jersey	1,831,691	740,402	1,091,289
Pennsylvania	3,256,235	208,154	3,048,081
EAST NORTH CENTRAL:			
Ohio	3,625,427	2,171,853	1,453,574
Indiana	867,049	702,754	164,295
Illinois	5,252,745	2,490,123	2,762,622
Michigan	911,156	809,990	101,166
Wisconsin	627,346	547,060	80,286
WEST NORTH CENTRAL:			
Minnesota	1,064,065	775,549	288,516
Iowa	432,084	372,612	59,472
Missouri	1,767,914	1,077,235	690,679
North Dakota and South Dakota	12,053	9,843	2,210
Nebraska	375,149	245.021	130,128
Kansas	279,428	247,577	31,851
SOUTH ATLANTIC:			
Delaware, Maryland, and District of Columbia	$1,695,551	$291,564	$1,403,987
Virginia	482,452	202,605	279,847
West Virginia	365,798	232,275	133,523
North Carolina	140,478	94,257	46,221
South Carolina	187,055	89,851	97,204
Georgia	708,769	545,076	163,993
Florida	157,561	118,833	38,728
EAST SOUTH CENTRAL:			
Kentucky	517,515	170,765	346,750
Tennessee	593,513	518,279	75,234
Alabama	468,896	338,432	130,464
Mississippi	59,503	56,862	2,641
WEST SOUTH CENTRAL:			
Arkansas	162,366	126,071	36,295
Louisiana	561,085	245,075	316,010
Oklahoma	134,040	125,340	8,700
Texas	748,239	578,478	169,761
MOUNTAIN:			
Montana	77,124	46,724	30,400
Colorado	532,848	507,351	25,497
Idaho and Wyoming	19,826	19,273	553
Nevada and Utah	220,703	195,273	25,430
New Mexico and Arizona	19,979	17,928	2,051
PACIFIC:			
Washington	1,296,612	1,098,460	198,152
Oregon	693,211	537,777	155,434
California	2,072,814	65,833	2,006,981
Hawaii and Porto Rico	65,347	49,073	16,274

The apportionment of the taxes between the two classes was in many cases a matter of estimate. This account includes all taxes, Federal, state, county, and otherwise, relating to railway property, on operations (including auxiliary operations) and privileges, whether based on the valuation of property, on securities issued or outstanding with respect to such property, on income or earnings (including Federal income tax), on dividends, on traffic (passenger and freight), on the length of the line operated or owned, on rolling stock, or otherwise. It also includes taxes on leased property assumed by the operating company under the terms of the lease. Comparative data for 1917, 1912, and 1907 are given in Table 101. The table also carries data for rent for leased roads (lines and terminals) and interest.

ELECTRIC RAILWAYS—OPERATING COMPANIES—TAXES, RENT FOR LEASED ROADS, AND INTEREST, BY GEOGRAPHIC DIVISIONS AND STATES: 1917, 1912, AND 1907; HAWAII AND PORTO RICO: 1917 AND 1907.

Table 101 DIVISION AND STATE.	Census year.	Number of companies.	Taxes.	Rent for leased roads (lines and terminals).	Interest.
UNITED STATES	1917	943	$45,756,695	$48,302,823	$119,113,018
	1912	975	[1] 35,027,965	44,784,521	98,025,338
	1907	939	19,755,602	48,022,596	63,740,744
GEOGRAPHIC DIVISIONS:					
New England	1917	86	3,824,445	5,709,238	5,614,928
	1912	91	[1] 4,237,429	4,943,924	4,639,940
	1907	118	2,632,264	4,031,369	3,635,477
Middle Atlantic	1917	241	14,801,896	31,614,166	35,334,675
	1912	246	11,249,018	29,908,785	30,679,925
	1907	247	6,149,629	35,106,326	16,891,258
East North Central	1917	223	11,283,723	6 550,161	28,485,671
	1912	222	9,211,636	6,219,368	25,000,144
	1907	220	4,616,994	7,770,335	16,229,354
West North Central	1917	83	3,930,693	375,005	9,593,889
	1912	85	2,490,045	177.948	8,102,645
	1907	73	1,789,058	115,499	7,033,298
South Atlantic	1917	94	3,737,664	3,247,150	10,894,329
	1912	107	2,353,998	2,395,330	7,826,289
	1907	100	1,548,424	345,370	5,982,598
East South Central	1917	49	1,639,427	13,558	4,389,836
	1912	45	1,105,753	11,698	3,438,560
	1907	40	833,731	.....	2,780,485
West South Central	1917	68	1,605,730	32,478	4,913,600
	1912	79	883,447	551,667	3,414,904
	1907	50	545,055	320,449	2,278,835
Mountain	1917	39	870,480	110,939	3,229,191
	1912	40	589,860	179,312	2,468,536
	1907	28	238,304	.....	1,563,607
Pacific	1917	60	4,062,637	650,128	16,656,899
	1912	60	2,906,779	396,489	12,454,395
	1907	63	1,402,143	333,248	7,345,832
NEW ENGLAND:					
Maine	1917	16	198,524	256,639	843,839
	1912	16	120,206	216,459	806,522
	1907	17	43,383	.....	425,804
New Hampshire	1917	13	67,404	18,611	103,090
	1912	13	39,912	.....	111,618
	1907	16	15,919	.....	96,591
Vermont	1917	9	34,684	1	164,110
	1912	9	19,596	1	150,315
	1907	10	9,795	.....	107,451
Massachusetts	1917	39	2,210,133	2,956,574	3,822,272
	1912	43	[1] 3,108,197	2,542,459	3,269,282
	1907	62	1,911,510	2,145,639	2,610,927
Rhode Island and Connecticut.	1917	9	1,313,700	2,477,413	681,617
	1912	10	949,516	2,185,005	302,203
	1907	13	651,657	1,885,730	394,614
MIDDLE ATLANTIC:					
New York	1917	100	9,713,970	14,295,114	24,579,180
	1912	101	7,735,345	12,684,642	21 539,215
	1907	101	4,297,725	19,279,392	9,730,805
New Jersey	1917	22	1,831,691	3,385,431	2,739,584
	1912	24	1,254,842	3,229,045	2,732,775
	1907	24	627,510	2,272,148	2,840,704
Pennsylvania	1917	119	3,256,235	13,933,621	8,015,911
	1912	121	2,258,831	13,995,098	6,407,935
	1907	122	1,224,394	13,554,786	4,319,749
EAST NORTH CENTRAL:					
Ohio	1917	74	3,625,427	2,287,881	6,875,303
	1912	75	2,525,422	3,390,165	5,429,129
	1907	73	1,387,052	3,155,380	4,612,432
Indiana	1917	32	867,049	2,060,098	3,258,778
	1912	34	536,210	1,744,017	3,217,272
	1907	33	499,273	1,966,943	1,883,272
Illinois	1917	75	5,252,745	1,095,844	13,563,785
	1912	67	4,885,069	494 136	12,182,594
	1907	70	2,018,189	2,648,012	5,907,635
Michigan	1917	21	911,156	1,106,338	2,971,507
	1912	22	760,270	583,550	2,419,622
	1907	24	386,514	.....	2,445,809
Wisconsin	1917	21	627,346	.....	1,816,298
	1912	24	504,665	7,500	1,751,527
	1907	20	325,966	.....	1,380,206
WEST NORTH CENTRAL:					
Minnesota	1917	10	1,064,065	12,350	1,268,683
	1912	9	612,291	3,000	1,178 750
	1907	5	415,965	.....	1,122,138
Iowa	1917	22	432,084	60,520	2,057,218
	1912	24	209,664	3,840	1,053,700
	1907	24	99,582	2,913	749,454
Missouri	1917	20	1,767,914	146,794	4,822,869
	1912	19	1,249,643	14,148	4,568,005
	1907	14	1,098,222	14,400	4,490,780
WEST NORTH CENTRAL—Continued.					
North and South Dakota	1917	6	$12,053	.....	$41,686
	1912	5	7,375	.....	30,805
	1907	5	2,069	.....	17,761
Nebraska	1917	6	375,149	$155,341	574,238
	1912	7	265,235	156,960	613,977
	1907	8	139,398	97,840	390,017
Kansas	1917	19	279,428	.....	829,195
	1912	21	145,837	.....	657,408
	1907	17	33,822	346	253,148
SOUTH ATLANTIC:					
Delaware, Maryland, and District of Columbia.	1917	19	1,695,551	821,959	4,444,363
	1912	25	1,165,421	647,264	3,957,157
	1907	23	793,877	48,700	3,057,630
Virginia	1917	16	482,452	573,699	1,871,619
	1912	18	384,277	360,944	1,509,103
	1907	22	240,169	239,375	756,190
West Virginia	1917	19	365,798	89,688	1,343,085
	1912	21	162,645	26,801	799,766
	1907	15	93,493	4,795	639,756
North Carolina	1917	12	140,478	150	583,792
	1912	13	59,479	56,678	348,740
	1907	11	39,058	52,500	220,922
South Carolina	1917	7	187,055	156,082	708,531
	1912	6	36,895	161,443	97,820
	1907	7	42,007	.....	340,706
Georgia	1917	13	708,769	1,605,572	1,585,611
	1912	14	447,764	1,142,200	827,888
	1907	12	290,235	.....	830,757
Florida	1917	8	157,561	.....	357,328
	1912	10	97,517	.....	285,815
	1907	10	49,585	.....	136,637
EAST SOUTH CENTRAL:					
Kentucky	1917	11	517,515	.....	1,172,752
	1912	10	376,922	10,462	924,293
	1907	13	313 328	.....	789,097
Tennessee	1917	14	593,513	.....	1,686,619
	1912	12	419,175	.....	1,418,102
	1907	9	310,140	.....	1,040,975
Alabama	1917	13	468,896	13,558	1,136,175
	1912	11	276,354	1,236	832,634
	1907	10	178,373	.....	741,292
Mississippi	1917	11	59,503	.....	394,290
	1912	12	33,302	.....	263,531
	1907	8	31,890	.....	209,121
WEST SOUTH CENTRAL:					
Arkansas	1917	10	162,366	.....	491,721
	1912	10	91,649	.....	374,635
	1907	8	30,817	.....	232,720
Louisiana	1917	11	561,085	.....	1,847,336
	1912	13	408,323	538,820	1,271,989
	1907	11	359,837	320,449	1,173,857
Oklahoma	1917	15	134,040	.....	433,492
	1912	17	64,924	12,719	398,691
	1907	8	7,732	.....	86,645
Texas	1917	32	748,289	32,478	2,141,051
	1912	39	318,551	128	1,369,589
	1907	23	146,669	.....	785,613
MOUNTAIN:					
Montana	1917	6	77,124	.....	136,551
	1912	6	44,387	.....	116,650
	1907	5	22,519	.....	79,638
Colorado	1917	15	532,848	2,585	1,607,774
	1912	16	377,718	69,955	1,552,279
	1907	11	148,462	.....	1,033,840
All other Mountain states.	1917	18	260,508	108,354	1,484,866
Idaho and Wyoming	.....	6	19,826	.....	112,861
Nevada and Utah	.....	6	220,703	108,354	1,268,882
New Mexico and Arizona.	.....	6	19,979	.....	103,123
All other Mountain states.	1912	18	167,755	109,357	799,607
	1907	12	67,323	.....	450,129
PACIFIC:					
Washington	1917	20	1,296,612	9,763	4,044,659
	1912	19	858,974	141,073	2,846,702
	1907	14	388,322	117,417	1,281,023
Oregon	1917	8	693,211	989	2,857,242
	1912	6	560,380	.....	2,177,132
	1907	8	117,548	.....	875,200
California	1917	32	2,072,814	639,376	9,754,998
	1912	35	1,487,425	255,416	7,480 561
	1907	41	896,273	215,831	5,189,609
Hawaii and Porto Rico	1917	4	65,347	.....	74,529
	1907	4	29,381	.....	110,171

[1] Includes $603,226 rental of subways and tunnels (Boston Elevated Railway Co.).

The aggregate of operating expenses and taxes was $498,351,349 in 1917, of which amount taxes form 9.2 per cent, or, taking operating revenues as a basis, taxes absorbed 6.4 per cent. The figures as given in the table for 1912 include rental of subways and tunnels (Massachusetts) to the amount of $603,226. If this is deducted from taxes as reported in 1912 (and transferred to "Rent for leased roads") the total for operating expenses and taxes for that year is $367,321,095, of which taxes constituted 9.4 per cent, or, on the basis of operating revenues, taxes absorbed 6.1 per cent.

A comparison of taxes with the excess of income from all sources over operating expenses, expressed in terms of per cent ratio of taxes to the residue of all income after deducting operating expenses, is given in the following tabular statement for 1917, 1912, and 1907 (the figures for 1912 involve the tax correction above noted):

	RATIO OF TAXES TO INCOME FROM ALL SOURCES LESS OPERATING EXPENSES (PER CENT.)		
	1917	1912	1907
United States	16.5	13.6	11.1
New England	21.1	18.1	17.2
Middle Atlantic	14.4	12.6	9.4
East North Central	16.8	15.2	11.2
West North Central	19.7	14.0	11.4
South Atlantic	13.5	11.9	11.6
East South Central	19.6	14.4	15.0
West South Central	15.7	10.4	9.3
Mountain	18.2	10.7	6.6
Pacific	21.8	12.2	11.5

In all divisions taxes have mounted and absorb an increased proportion of the income left after meeting operating expenses. The proportionate increase is notably large for the Pacific, Mountain, and West North Central divisions.

The distribution of taxes for companies classified according to income from railway operations, classes A, B, and C, is given in Table 102 for 1917, 1912, and 1907.

Table 102	TAXES.					
	1917	1912	1907	Per cent of increase.		
				1907-1917	1912-1917	1907-1912
Total	$45,756,695	[1] $34,424,739	$19,755,602	131.6	32.9	74.3
Class A	37,157,324	[1] 28,098,949	15,524,362	139.3	32.2	81.0
Class B	5,902,953	3,935,021	2,479,106	138.1	50.0	58.7
Class C	2,696,418	2,390,769	1,752,134	53.9	12.8	36.5

[1] Not including $603,226 rental of subways and tunnels (Boston Elevated Railway Co.).

Deductions from gross income.—The accounts classed under the head of "Deductions from gross income" comprise (1) Rent for leased roads, including rents for roads, tracks, or bridges of other companies of which exclusive use and control for operating purposes are secured, whether paid in cash or disbursed by the lessee on behalf of the lessor, as interest on funded debt, guaranteed dividends on stock, or otherwise; (2) Miscellaneous rents on property held by the operating company when not properly chargeable to "Rent for leased roads" or to operating expenses; (3) Interest on funded debt; (4) Interest on unfunded debt; (5) Income transferred to other companies, payable under agreements or contract and without obligation for reimbursement; and (6) Miscellaneous debts not elsewhere specified; for example, accruals for taxes not otherwise provided for, such as taxes on securities owned, etc., net loss on miscellaneous physical property, amortization of discount on funded debt, taxes levied upon bondholders and assumed by the company, expenses for paying interest coupons, and uncollectible freight charges for which service has been rendered.

The aggregate statistics, by geopraphic divisions and states, are given in Table 151 (p. 146) for 1917 and 1912, the statistics for 1912 as published in the report for that census having been adjusted to make them comparable with 1917.

Table 103 is a comparative summary of the accounts, with percentages of increase and of distribution.

Table 103	OPERATING COMPANIES—DEDUCTIONS FROM GROSS INCOME, BY ACCOUNTS.								
ACCOUNT.	1917	1912	1907	Per cent of increase.[1]			Per cent distribution.		
				1907-1917	1912-1917	1907-1912	1917	1912	1907
Number of companies	943	975	939	.....	.....	.....	.....	.....	.....
Deductions from gross income	$175,305,761	$149,866,307	[2] $118,339,114	48.1	17.0	26.6	100.0	100.0	100.0
Rent for leased roads (lines and terminals)	48,302,823	44,784,521	48,022,596	0.6	7.9	−6.7	27.6	29.9	40.6
Interest on funded debt	110,506,977	98,025,338	63,740,744	86.9	21.5	53.8	63.0	65.4	53.9
Interest on unfunded debt	8,606,041						4.9		
Miscellaneous rents	1,774,710						1.0		
Income transferred to other companies	900,347	7,056,448	[2] 6,575,774	.....	11.8	.....	0.5	4.7	5.5
Miscellaneous debits, not elsewhere specified	5,214,863						3.0		

[1] A minus sign (−) denotes decrease.

[2] Includes "Charges for sinking fund."

The comparative statistics for "Rent for leased roads" and for "Interest," for 1917, 1912, and 1907, have been given in Table 101. In 1912 interest on funded and unfunded debt was not reported separately. The statistics for 1917, by primary accounts, are given in Table 104.

ELECTRIC RAILWAYS—OPERATING COMPANIES—DEDUCTIONS FROM GROSS INCOME, BY ACCOUNTS, BY GEOGRAPHIC DIVISIONS AND STATES, HAWAII, AND PORTO RICO: 1917.

Table 104 DIVISION AND STATE.	Total.	Rent for leased roads (lines and termina's).	Miscellaneous rents.	Interest on funded debt.	Interest on unfunded debt.	Income transferred to other companies.	Miscellaneous debits.
UNITED STATES	$175,305,761	$48,302,823	$1,774,710	$110,506,977	$8,606,041	$900,347	$5,214,863
GEOGRAPHIC DIVISIONS:							
New England	12,413,312	5,709,238	819,112	4,592,351	1,022,577	.....	270,034
Middle Atlantic	69,260,336	31,614,166	585,368	33,612,222	1,722,453	96,442	1,629,685
East North Central	37,376,708	6,550,161	49,269	26,876,883	1,608,788	481,735	1,809,882
West North Central	10,506,159	375,005	219,295	9,163,032	430,857	.....	317,970
South Atlantic	14,702,591	3,247,150	64,778	10,083,674	810,555	792	495,542
East South Central	4,799,062	13,558	2,618	4,145,963	243,873	235,525	157,525
West South Central	5,040,710	32,478	9,949	4,276,752	636,848	2,886	81,797
Mountain	3,501,003	110,939	13,452	3,056,215	172,976	82,967	64,454
Pacific	17,705,880	650,128	10,879	14,699,885	1,957,014	.....	387,974
NEW ENGLAND:							
Connecticut	1,734,711	1,315,919	7,498	340,997	45,091	.....	25,206
Maine	1,225,209	256,639	1,116	822,320	21,519	.....	123,615
Massachusetts	7,656,659	2,956,574	810,353	3,095,089	727,183	.....	67,460
New Hampshire	122,011	18,611	75	96,676	6,414	.....	235
Rhode Island	1,469,682	1,161,494	50	98,100	197,429	.....	12,609
Vermont	205,040	1	20	139,169	24,941	.....	40,909
MIDDLE ATLANTIC:							
New Jersey	6,342,569	3,385,431	177,226	2,685,727	53,857	.....	40,328
New York	40,453,176	14,295,114	350,250	23,502,070	1,077,110	.....	1,228,632
Pennsylvania	22,464,591	13,933,621	57,892	7,424,425	591,486	96,442	360,725
EAST NORTH CENTRAL:							
Illinois	15,835,140	1,095,844	31,418	12,817,185	746,600	2,265	1,141,828
Indiana	5,341,878	2,060,098	60	3,067,359	171,419	.....	22,942
Michigan	4,142,708	1,106,338	7,220	2,826,238	145,269	.....	57,643
Ohio	10,160,860	2,287,881	10,561	6,467,751	407,552	479,470	507,645
Wisconsin	1,896,122	.....	.....	1,678,350	137,948	.....	79,824
WEST NORTH CENTRAL:							
Iowa	2,229,928	60,520	237	1,800,530	256,688	.....	111,953
Kansas	906,269	.....	.....	779,992	49,203	.....	77,074
Minnesota	1,566,115	12,350	219,058	1,267,368	1,315	.....	66,024
Missouri	5,017,146	146,794	.....	4,704,456	118,413	.....	47,483
Nebraska	745,015	155,341	.....	569,384	4,854	.....	15,436
North Dakota	21,316	.....	.....	20,932	384	.....	.....
South Dakota	20,370	.....	.....	20,370	.....	.....	.....
SOUTH ATLANTIC:							
Delaware	691,662	388,773	2,266	55,249	35,055	.....	210,319
District of Columbia	1,148,558	.....	2,510	1,095,538	30,134	.....	20,376
Florida	358,995	.....	.....	275,864	81,464	.....	1,667
Georgia	3,244,265	1,605,572	30,200	1,368,424	217,187	.....	22,882
Maryland	3,740,667	433,186	11,106	3,175,500	52,887	792	67,196
North Carolina	597,019	150	.....	558,014	25,778	.....	13,077
South Carolina	867,125	156,082	.....	672,767	35,764	.....	2,512
Virginia	2,594,523	573,699	6,009	1,707,870	163,749	.....	143,196
West Virginia	1,459,777	89,688	12,687	1,174,448	168,637	.....	14,317
EAST SOUTH CENTRAL:							
Alabama	1,249,582	13,558	2,018	1,112,161	24,014	.....	97,831
Kentucky	1,410,815	.....	.....	1,131,367	41,385	235,525	2,538
Mississippi	395,645	.....	600	358,916	35,374	.....	755
Tennessee	1,743,020	.....	.....	1,543,519	143,100	.....	56,401
WEST SOUTH CENTRAL:							
Arkansas	497,291	.....	316	486,300	5,421	.....	5,254
Louisiana	1,879,425	.....	9,173	1,799,959	47,377	.....	22,916
Oklahoma	481,673	.....	.....	400,280	33,212	.....	48,181
Texas	2,182,321	32,478	460	1,590,213	550,838	2,886	5,446
MOUNTAIN:							
Arizona	85,307	.....	.....	69,975	15,332	.....	.....
Colorado	1,678,481	2,585	12,830	1,527,003	80,771	.....	55,292
Idaho	91,367	.....	92	89,775	1,493	.....	7
Montana	138,681	.....	480	131,265	5,286	.....	1,650
Nevada	4,591	.....	50	2,160	2,381	.....	.....
New Mexico	18,661	.....	.....	14,270	3,546	.....	845
Utah	1,462,322	108,354	.....	1,200,777	63,564	82,967	6,660
Wyoming	21,593	.....	.....	20,990	603	.....	.....
PACIFIC							
California	10,587,812	639,376	3,344	8,811,168	943,830	.....	190,094
Oregon	2,981,620	989	7,485	2,556,728	300,514	.....	115,904
Washington	4,136,448	9,763	50	3,331,989	712,670	.....	81,976
Hawaii	10,560	.....	.....	10,560	.....	.....	.....
Porto Rico	63,969	.....	.....	28,061	35,908	.....	.....

Interest.—The interest charges of the operating companies on funded and unfunded debt amounted to $119,113,018 in 1917, an amount 21.5 per cent greater than the interest charges in 1912, the increase for 1907 to 1912 being 53.8 per cent. In the case of the lessor companies the interest on funded debt in 1917 amounted to $16,147,380, as compared with $15,234,132 in 1912.

The following tabular statement shows the interest paid by operating and lessor companies:

	INTEREST.		
	1917	1912	1907
All companies	$135,260,398	$113,259,470	$81,771,266
Operating companies:			
On funded debt	110,506,977	98,025,338	63,740,744
On unfunded debt	8,606,041		
Lessor companies, funded debt	16,147,380	15,234,132	18,030,522

Rent for leased roads.—Rentals paid lessor electric railway companies constitute the greater part of this account, but it includes rentals paid other operating companies for leased track and rentals for track leased from steam roads. It does not, however, include amounts paid for rent for use of track, terminals, etc., when used jointly with the lessor company. Such use is classed as a trackage right, and the rental is an operating expense. Table 101, before noted, gives the comparative statistics for this account for 1917, 1912, and 1907, and they also appear for 1917 in Table 104. The total amount paid by operating companies for rent of leased roads in 1917 is an increase of 7.9 per cent as compared with 1912.

Deductions from income for groups of companies.—Table 105 presents deductions from gross income by companies classified by income from railway operations for the three years 1917, 1912, and 1907; Table 106, percentages of distribution based upon Table 105; and Table 107, statistics for the "Elevated and subway" and "Surface" groups.

Table 105

DEDUCTIONS FROM GROSS INCOME, BY ACCOUNTS, FOR COMPANIES CLASSIFIED ACCORDING TO INCOME FROM RAILWAY OPERATIONS: CLASS A, OVER $1,000,000; CLASS B, OVER $250,000 TO $1,000,000; CLASS C, $250,000 AND LESS.

ACCOUNTS, BY CLASS.	1917	1912	1907	Per cent of increase.[1]		
				1907-1917	1912-1917	1907-1912
Number of companies	943	975	939			
Class A	114	91	76			
Class B	179	155	130			
Class C	650	729	733			
Deductions from gross income	$175,305,761	$149,866,307	[2] $118,339,114	48.1	17.0	26.6
Class A	135,877,723	114,525,461	86,480,340	57.1	18.6	32.4
Class B	26,660,690	20,896,064	18,432,005	44.6	27.6	13.4
Class C	12,767,348	14,444,782	13,426,769	−4.9	−11.6	7.6
Rent for leased roads (lines and terminals)	48,302,823	44,784,521	48,022,596	0.6	7.9	−6.7
Class A	45,473,465	41,334,414	45,188,356	0.6	10.0	−8.5
Class B	2,606,675	2,945,111	2,302,537	13.2	−11.5	27.9
Class C	222,683	504,996	531,703	−58.1	−55.9	−5.0
Miscellaneous rents [3]	1,774,710					
Class A	1,591,278					
Class B	109,396					
Class C	74,036					
Interest on funded and unfunded debt	119,113,018	98,025,338	63,740,744	86.9	21.5	53.8
Class A	83,878,198	68,147,448	35,648,870	135.3	23.1	91.2
Class B	23,132,178	16,712,732	15,502,292	49.2	38.4	7.8
Class C	12,102,642	13,165,158	12,589,582	−3.9	−8.1	4.6
Interest on funded debt	110,506,977	(4)	53,916,400	105.0		
Class A	79,198,962	(4)	30,196,442	162.3		
Class B	20,874,843	(4)	12,719,156	64.1		
Class C	10,433,172	(4)	11,000,802	−5.2		
Interest on unfunded debt	8,606,041	(4)	9,824,344	−12.4		
Class A	4,679,236	(4)	5,452,428	−14.2		
Class B	2,257,335	(4)	2,783,136	−18.9		
Class C	1,669,470	(4)	1,588,780	5.1		
Income transferred to other companies [3]	900,347					
Class A	728,175					
Class B	101,860					
Class C	70,312					
Miscellaneous debits, not elsewhere specified	5,214,863	7,056,448	[3] 6,575,774			
Class A	4,206,607	5,043,599	5,643,114			
Class B	710,581	1,238,221	627,176			
Class C	297,675	774,628	305,484			

[1] A minus sign (−) denotes decrease.
[2] Includes "Charges for sinking fund."
[3] Included in "Miscellaneous debits" in 1912 and 1907.
[4] Not reported separately.

Table 106

PER CENT DISTRIBUTION OF DEDUCTIONS FROM GROSS INCOME, BY ACCOUNTS, FOR COMPANIES CLASSIFIED ACCORDING TO INCOME FROM RAILWAY OPERATIONS (BASED ON TABLE 105).

ACCOUNTS, BY CLASS.	Per cent of total.			Per cent of total deductions from gross income.		
	1917	1912	1907	1917	1912	1907
Number of companies	100.0	100.0	100.0	.....	.....	.....
Class A	12.1	9.3	8.1	.....	.....	.....
Class B	19.0	15.9	13.8	.....	.....	.....
Class C	68.9	74.8	78.1	.....	.....	.....
Deductions from gross income	100.0	100.0	100.0	100.0	100.0	100.0
Class A	77.5	76.4	73.1	100.0	100.0	100.0
Class B	15.2	14.0	15.6	100.0	100.0	100.0
Class C	7.3	9.6	11.3	100.0	100.0	100.0
Rent for leased roads (lines and terminals)	100.0	100.0	100.0	27.6	29.9	40.6
Class A	94.1	92.3	94.1	33.5	36.1	52.3
Class B	5.4	6.6	4.8	9.8	14.1	12.5
Class C	0.5	1.1	1.1	1.7	3.5	4.0
Miscellaneous rents	100.0	100.0	100.0	1.0	.....	.....
Class A	89.6	.....	.....	1.2	.....	.....
Class B	6.2	.....	.....	0.4	.....	.....
Class C	4.2	.....	.....	0.6	.....	.....
Interest on funded and unfunded debt	100.0	100.0	100.0	67.9	65.4	53.9
Class A	70.4	69.5	55.9	61.7	59.5	41.2
Class B	19.4	17.1	24.3	86.8	80.0	84.1
Class C	10.2	13.4	19.8	94.8	91.1	93.7
Interest on funded debt	100.0	100.0	100.0	63.0	.....	45.6
Class A	71.7	.....	56.0	58.3	.....	34.9
Class B	18.9	.....	23.6	78.3	.....	69.0
Class C	9.4	.....	20.4	81.7	.....	81.9
Interest on unfunded debt	100.0	100.0	100.0	4.9	.....	8.3
Class A	54.4	.....	55.5	3.4	.....	6.3
Class B	26.2	.....	28.3	8.5	.....	15.1
Class C	19.4	.....	16.2	13.1	.....	11.8
Income transferred to other companies	100.0	100.0	100.0	0.5	.....	.....
Class A	80.9	.....	.....	0.5	.....	.....
Class B	11.3	.....	.....	0.4	.....	.....
Class C	7.8	.....	.....	0.6	.....	.....
Miscellaneous debits not elsewhere specified	100.0	100.0	100.0	3.0	4.7	5.5
Class A	80.7	71.5	85.8	3.1	4.4	6.5
Class B	13.6	17.5	9.5	2.7	5.9	3.4
Class C	5.7	11.0	4.7	2.3	5.4	2.3

Table 107

DEDUCTIONS FROM GROSS INCOME, BY ACCOUNTS, FOR COMPANIES CLASSIFIED AS "ELEVATED AND SUBWAY" AND "SURFACE" GROUPS OF COMPANIES:[1] 1917.

ACCOUNT.	Total.	Elevated and subway.	Surface.	Per cent of total.	
				Elevated and subway.	Surface.
Number of companies	943	7	936	.....	.....
Deductions from gross income	$175,305,761	$21,346,764	$153,958,997	12.1	87.9
Rent for leased roads	48,302,823	10,750,032	37,552,791	22.3	77.7
Miscellaneous rents	1,774,710	51,627	1,723,083	2.9	97.1
Interest on funded debt	110,506,977	10,120,877	100,386,100	9.2	90.8
Interest on unfunded debt	8,606,041	320,802	8,285,239	3.7	96.3
Miscellaneous debits	6,115,210	103,426	6,011,784	1.7	98.3

[1] See note 1, Table 79.

Distribution of net income.—The distribution of net income accounts is given in Table 159 (p. 160) for the geographic divisions and states and Hawaii and Porto Rico. They comprise dividends to the amount of $48,337,435; charges for sinking fund and other reserves, $9,933,712 (depreciation reserve, $6,808,500; other, $3,125,212); appropriations for investment in physical property, $590,629; and sundry appropriations, amounting to $7,660,869, a total of $66,522,645. Profit and loss credits to the amount of $1,205,910 reduce the total to $65,316,735, which exceeds the net income ($56,450,930) by $8,865,805.

GENERAL RESULTS OF OPERATIONS.

The units employed for gauging results are the mile of track, the car mile, the car hour, and the revenue passenger. The average obtained by applying these units to revenues, expenses, and operating income furnishes a measure of operating gains or losses. The mile-of-track unit and the car-mile unit are employed by all railway companies, and the car-hour unit by many, though it is not in universal use. The revenue passenger unit is used by all roads doing passenger business. The car-mile unit is complex and involves capacity as well as distance. Hence it is not a fixed unit, since car capacity is not uniform. It depends upon size and type of car and to some extent upon speed. Similarly, the revenue passenger unit is affected by a change of policy in regard to transfers. The growth in suburban and interurban traffic means more long-trip passengers, in some cases counted by "zones" and in some cases by the trip. In the former case the passenger is on a par approximately with the urban passenger, though undoubtedly the traveled distance is above the average for urban passengers, and in the latter case, when passengers are counted by the trip, the resultant averages are increased beyond what they would be if based solely upon urban traffic.

Table 108 presents certain operating averages per mile of track, per car mile, and per revenue passenger for all companies and for companies classed according to income from railway operations, classes A, B, and C, for 1917, 1912, and 1907. The table also gives the operating ratio, namely, the per cent relation of operating expenses to operating revenues.

Though revenues have increased, they have been outdistanced by expenses. An infinitesimal gain shows for net operating revenue per mile of track for classes B and C and for all companies, and for net operating revenue per car mile for class B, but otherwise the table shows losses.

Table 108

GENERAL RESULTS OF OPERATIONS OF ALL COMPANIES AND OF COMPANIES CLASSIFIED ACCORDING TO INCOME FROM RAILWAY OPERATIONS.

UNIT.	All companies.			Class A—Over $1,000,000.			Class B—Over $250,000 to $1,000,000.			Class C—$250,000 and less.		
	1917	1912	1907	1917	1912	1907	1917	1912	1907	1917	1912	1907
Number of companies	943	975	939	114	91	76	179	155	130	650	729	733
Ratio of operating expenses to operating revenues (per cent)	63.8	58.7	60.1	62.3	55.7	58.4	66.4	61.7	61.9	72.5	68.3	67.4
Per mile of track:												
Operating revenues	$15,832	$13,820	$12,268	$20,940	$19,844	$19,287	$10,314	$8,937	$8,009	$6,839	$5,784	$5,251
Railway operations	14,501			19,696			8,766			5,502		
Auxiliary operations	1,331			1,244			1,548			1,337		
Operating expenses	10,095	8,107	7,373	13,046	11,252	11,256	6,853	5,517	4,956	4,962	3,949	3,539
Railway operations	9,396			12,383			6,095			4,224		
Auxiliary operations	699			663			758			738		
Net operating revenue	5,737	5,713	4,895	7,894	8,592	8,032	3,461	3,420	3,053	1,877	1,835	1,712
Railway operations	5,105			7,313			2,671			1,278		
Auxiliary operations	632			581			790			599		
Per car mile:	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*
Operating revenues	33.17	29.53	25.97	32.80	29.49	26.25	36.04	30.63	25.71	31.99	28.32	24.84
Railway operations	30.38			30.85			30.63			25.73		
Auxiliary operations	2.79			1.95			5.41			6.26		
Operating expenses	21.15	17.32	15.61	20.43	16.72	15.32	23.95	18.91	15.91	23.21	19.33	16.74
Railway operations	19.69			19.39			21.30			19.76		
Auxiliary operations	1.46			1.04			2.65			3.45		
Net operating revenue	12.02	12.21	10.36	12.37	12.77	10.93	12.09	11.72	9.80	8.78	8.99	8.10
Railway operations	10.69			11.46			9.33			5.97		
Auxiliary operations	1.33			0.91			2.76			2.81		
Per revenue passenger:												
Operating revenues	6.28	5.95	5.63	5.84	5.54	5.28	8.51	7.51	6.53	8.22	7.68	6.99
Passenger	5.34	5.27	5.15	5.16	5.08	4.99	6.37	6.10	5.69	5.85	5.87	5.61
All other	0.94	0.68	0.49	0.68	0.46	0.30	2.14	1.41	0.84	2.37	1.80	1.38
Operating expenses	4.00	3.49	3.39	3.64	3.14	3.08	5.66	4.64	4.04	5.96	5.24	4.71
Railway operations	3.72			3.45			5.03			5.07		
Auxiliary operations	0.28			0.19			0.63			0.89		
Net operating revenue	2.28	2.46	2.25	2.20	2.40	2.20	2.85	2.87	2.49	2.26	2.44	2.28

Table 109 is another presentation of the statistics per mile of track with the amounts of increase and decrease for the census periods 1912–1917 and 1907–1912.

Table 109

OPERATING REVENUES, OPERATING EXPENSES, AND NET REVENUE PER MILE OF TRACK.

CLASS AND ACCOUNT.	1917	1912	1907	Increase.[1] 1912–1917	Increase.[1] 1907–1912
All companies:					
Operating revenues	$15,832	$13,820	$12,268	$2,012	$1,552
Railway operations	14,501				
Auxiliary operations	1,331				
Operating expenses	10,095	8,107	7,373	1,988	734
Railway operations	9,396				
Auxiliary operations	699				
Net operating revenue	5,737	5,713	4,895	24	818
Railway operations	5,105				
Auxiliary operations	632				
Classified according to income from railway operations:					
Class A—					
Operating revenues	20,940	19,844	19,287	1,096	557
Railway operations	19,696				
Auxiliary operations	1,244				
Operating expenses	13,046	11,252	11,256	1,794	*4*
Railway operations	12,383				
Auxiliary operations	663				
Net operating revenue	7,894	8,592	8,032	*698*	560
Railway operations	7,313				
Auxiliary operations	581				
Classified according to income from railway operations—Continued.					
Class B—					
Operating revenues	$10,314	$8,937	$8,009	$1,377	$928
Railway operations	8,766				
Auxiliary operations	1,548				
Operating expenses	6,853	5,517	4,956	1,336	561
Railway operations	6,095				
Auxiliary operations	758				
Net operating revenue	3,461	3,420	3,053	41	367
Railway operations	2,671				
Auxiliary operations	790				
Class C—					
Operating revenues	6,839	5,784	5,251	1,055	533
Railway operations	5,502				
Auxiliary operations	1,337				
Operating expenses	4,962	3,949	3,539	1,013	410
Railway operations	4,224				
Auxiliary operations	738				
Net operating revenue	1,877	1,835	1,712	42	123
Railway operations	1,278				
Auxiliary operations	599				

[1] Italic figures denote decrease.

Table 110 presents similar averages for the classified groups designated as "Without commercial lighting," "With commercial lighting," and "Elevated and subway."

Table 110

	GENERAL RESULTS OF OPERATIONS, BY CLASS GROUPS.								
	Class X—Without commercial lighting.			Class Y—With commercial lighting.			Elevated and subway.		
	1917	1912	1907[1]	1917	1912	1907[1]	1917	1912	1907
Number of companies	758	760	709	159	169	175	7	7	6
Ratio of operating expenses to operating revenues (per cent)	63.8	59.2	60.0	63.6	56.0	60.3	46.2	45.2	44.7
Per mile of track:									
Operating revenues	$16,137	$14,487	$13,178	$15,021	$11,850	$10,022	$102,891	$100,884	$80,727
Railway operations	16,070	(2)	(2)	9,748	(2)	(2)	100,231	(2)	(2)
Auxiliary operations	67	(2)	(2)	5,273	(2)	(2)	2,660	(2)	(2)
Operating expenses	10,297	8,582	7,910	9,551	6,632	6,039	47,544	45,601	36,054
Railway operations	10,266	(2)	(2)	6,768	(2)	(2)	46,560	(2)	(2)
Auxiliary operations	31	(2)	(2)	2,783	(2)	(2)	984	(2)	(2)
Net operating revenue	5,841	5,905	5,268	5,470	5,208	3,983	55,347	55,283	44,673
Railway operations	5,804	(2)	(2)	2,981	(2)	(2)	53,670	(2)	(2)
Auxiliary operations	37	(2)	(2)	2,489	(2)	(2)	1,677	(2)	(2)
Per car mile:	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*
Operating revenues	30.87	28.05	25.19	44.11	38.47	30.85	27.73	23.80	23.58
Railway operations	30.74	(2)	(2)	28.63	(2)	(2)	27.01	(2)	(2)
Auxiliary operations	0.13	(2)	(2)	15.48	(2)	(2)	0.72	(2)	(2)
Operating expenses	19.70	16.62	15.12	28.05	21.55	18.59	12.81	10.76	10.53
Railway operations	19.64	(2)	(2)	19.87	(2)	(2)	12.55	(2)	(2)
Auxiliary operations	0.06	(2)	(2)	8.18	(2)	(2)	0.26	(2)	(2)
Net operating revenue	11.17	11.43	10.07	16.06	16.92	12.26	14.91	13.04	13.05
Railway operations	11.10	(2)	(2)	8.75	(2)	(2)	14.46	(2)	(2)
Auxiliary operations	0.07	(2)	(2)	7.31	(2)	(2)	0.45	(2)	(2)
Per revenue passenger:									
Operating revenues	5.67	5.54	5.36	9.78	8.76	7.56	5.43	5.27	5.33
Passenger	5.26	5.21	5.10	5.74	5.64	5.42	5.06	5.08	4.97
All other	0.41	0.33	0.25	4.04	3.12	2.13	0.37	0.19	0.36
Operating expenses	3.62	3.28	3.21	6.22	4.90	4.55	2.51	2.38	2.38
Railway operations	3.61	(2)	(2)	4.41	(2)	(2)	2.46	(2)	(2)
Auxiliary operations	0.01	(2)	(2)	1.81	(2)	(2)	0.05	(2)	(2)
Net operating revenue	2.05	2.26	2.14	3.56	3.85	3.00	2.92	2.89	2.95

[1] Exclusive of part-time companies. [2] Figures not available.

The statistics for revenue from baggage, express, and milk traffic, mail, and freight are given in Table 155 for 1917 and 1912. The number of companies reporting traffic of this character are given in Table 111 by geographic divisions.

Table 111

DIVISION.	TOTAL NUMBER OF COMPANIES.		NUMBER OF COMPANIES REPORTING—					
			Baggage, express, and milk revenue.		Mail revenue.		Freight revenue.	
	1917	1912	1917	1912	1917	1912	1917	1912
United States	943	975	435	382	371	371	417	406
New England	86	91	40	38	51	59	49	43
Middle Atlantic	241	246	109	100	85	93	102	102
East North Central	223	222	138	122	94	90	117	114
West North Central	83	85	44	31	32	31	32	31
South Atlantic	94	107	32	33	38	37	42	41
East South Central	49	45	10	7	18	14	21	14
West South Central	68	79	15	11	18	12	8	11
Mountain	39	40	16	12	11	8	16	16
Pacific	60	60	31	28	24	27	30	34

Income from railway operations in states.—The operating revenues credited to the states and general financial data, by states, are based upon the returns of the companies credited to the respective states, lessor companies being credited to the state of the operating company. Hence state statistics include in some cases traffic outside the state, and do not include the traffic within the state over lines operated by outside companies. The income from railway operations chargeable to the trackage within a state, irrespective of the assignment of the operating companies, can be obtained by distributing for each interstate company its income from railway operations on a mile-of-track basis between the states involved, and thus secure a figure for railway operating revenues for each state commensurate with the miles of track operated therein.

Table 112 shows the miles of track operated within each state, the estimated railway operating revenues therefor, and the average railway operating revenue per mile of track. In only a few states is the trackage interstate, namely: South Dakota, Florida, Louisiana, Montana, Colorado, New Mexico, Arizona, Wyoming, Nevada, and California.

Table 112 — RAILWAY OPERATING REVENUES PER MILE OF TRACK, BY STATES: 1917.

STATE.	On basis of all track operated by companies assigned to the state.			Estimated revenue for track in state.		
	Miles of track operated.	Railway operating revenues.	Average per mile of track.	Miles of track in state.[1]	Estimated railway operating revenues applicable to track in state.	Average per mile of track.
United States	[2] 44,835.37	$650,149,806	$14,501	44,808.31	$649,636,901	$14,498
New England:						
Maine	577.00	3,510,034	6,083	571.52	3,483,811	6,096
New Hampshire	203.37	1,250,769	6,150	269.34	1,753,757	6,511
Vermont	107.95	596,963	5,530	125.55	691,314	5,506
Massachusetts	3,166.81	44,833,877	14,157	3,055.88	43,948,246	14,382
Rhode Island	414.36	18,207,428	12,114	453.61	18,532,494	12,080
Connecticut	1,088.71			1,079.72		
Middle Atlantic:						
New York	4,893.49	137,476,991	28,094	4,773.36	133,405,473	27,948
New Jersey	1,354.35	22,204,776	16,395	1,368.06	25,069,098	18,325
Pennsylvania	4,324.41	70,673,008	16,343	4,462.11	72,339,419	16,212
East North Central:						
Ohio	4,299.18	47,369,242	11,018	4,236.11	46,984,338	11,091
Indiana	2,353.18	17,127,101	7,278	2,355.58	17,109,051	7,263
Illinois	3,478.47	63,953,123	18,385	3,441.43	63,571,523	18,472
Michigan	1,749.90	25,275,832	14,444	1,768.37	25,292,155	14,303
Wisconsin	790.13	8,366,664	10,589	901.28	9,528,461	10,572
West North Central:						
Minnesota	668.94	12,375,143	18,500	655.90	12,064,328	18,394
Iowa	990.69	8,430,507	8,510	1,015.45	9,076,664	8,939
Missouri	1,144.28	23,584,486	20,611	1,093.65	22,129,601	20,235
North Dakota	31.18	266,352	4,789	24.42	227,762	4,662
South Dakota	24.44			24.44		
Nebraska	244.89	4,213,457	17,200	210.99	3,505,862	16,616
Kansas	561.00	3,585,079	6,391	581.69	4,797,948	8,248
South Atlantic:						
Delaware	91.55	20,119,262	18,988	101.95	20,176,648	18,831
District of Columbia	240.65			194.87		
Maryland	727.35			774.62		
Virginia	581.35	6,444,415	11,085	580.68	6,416,806	11,051
West Virginia	471.17	4,998,377	10,608	395.15	3,991,483	10,101
North Carolina	173.72	1,348,010	7,760	227.63	1,755,516	7,712
South Carolina	335.73	2,772,841	8,259	313.56	2,618,620	8,351
Georgia	473.31	5,060,481	10,652	449.69	4,891,869	10,878
Florida	183.08	1,683,350	9,197	183.03	1,683,350	9,197
East South Central:						
Kentucky	498.23	6,319,418	12,684	515.70	6,482,210	12,570
Tennessee	462.00	5,386,465	11,659	447.36	5,279,644	11,802
Alabama	367.18	3,559,064	9,693	369.35	3,576,993	9,685
Mississippi	122.79	617,527	5,029	124.17	618,844	4,984
West South Central:						
Arkansas	131.36	1,298,744	9,887	121.83	1,234,645	10,134
Louisiana	330.59	5,882,095	17,793	330.59	5,882,095	17,793
Oklahoma	280.01	2,090,337	7,465	301.51	2,184,208	7,244
Texas	940.41	10,894,860	11,585	949.94	10,958,959	11,536
Mountain:						
Montana	120.92	1,178,755	9,748	120.92	1,178,755	9,748
Colorado	467.15	4,728,732	10,123	467.15	4,728,732	10,123
New Mexico	10.95	446,218	6,990	10.95	446,218	6,990
Arizona	52.89			52.89		
Idaho	104.65	521,988	4,088	155.40	745,467	4,177
Wyoming	23.05			23.05		
Nevada	11.56	3,418,967	6,992	11.56	3,381,392	7,031
Utah	477.41			469.40		
Pacific:						
Washington	1,071.33	9,109,642	8,503	1,021.69	8,896,474	8,708
Oregon	596.23	4,999,601	8,385	603.13	5,026,865	8,335
California	3,022.08	33,969,805	11,241	3,022.08	33,969,805	11,241
Hawaii and Porto Rico	53.62	1,059,986	19,768	53.62	1,059,986	19,768

[1] Excluding track located outside of state operated by companies in state and including track in state operated by outside companies.
[2] Includes 27.06 miles of track in Canada with an estimated revenue of $512,905.

The details of interstate trackage are given in Table 16 (p. 27). In most cases the state average per mile of track is not materially affected by the adjustments on account of interstate operations. For New Jersey there is a considerable increase, chiefly on account of the traffic tributary to New York City, and for the state of Kansas on account of Kansas City (Mo.) traffic. The highest rates of income per mile of track are of course found in New York City in connection with the elevated and subway lines. The Hudson & Manhattan and the Interborough Rapid Transit, with 260 miles of running track operated and 286 miles of all tracks, showed an average income from railway operations of $170,000 per mile of running track and $155,000 per mile for all tracks.

Earnings per car mile.—Table 113 shows the operating revenues, operating expenses, and net operating revenue per car mile, for 1917, 1912, and 1907, for all companies and for classes A, B, and C, and the increases and decreases for the intervening periods.

Table 113 — OPERATING REVENUES, OPERATING EXPENSES, AND NET REVENUE PER CAR MILE.

CLASS AND ACCOUNT.	1917	1912	1907	Increase.[1] 1912–1917	Increase.[1] 1907–1912
All companies:	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*
Operating revenues	33.17	29.53	25.97	3.64	3.56
Railway operations	30.38				
Auxiliary operations	2.79				
Operating expenses	21.15	17.32	15.61	3.83	1.71
Railway operations	19.69				
Auxiliary operations	1.46				
Net operating revenue	12.02	12.21	10.36	*0.19*	1.85
Railway operations	10.69				
Auxiliary operations	1.33				
Classified according to income from railway operations:					
Class A—					
Operating revenues	32.80	29.49	26.25	3.31	3.24
Railway operations	30.85				
Auxiliary operations	1.95				
Operating expenses	20.43	16.72	15.32	3.71	1.40
Railway operations	19.39				
Auxiliary operations	1.04				
Net operating revenue	12.37	12.77	10.93	*0.40*	1.84
Railway operations	11.46				
Auxiliary operations	0.91				
Class B—					
Operating revenues	36.04	30.63	25.71	5.41	4.92
Railway operations	30.63				
Auxiliary operations	5.41				
Operating expenses	23.95	18.91	15.91	5.04	3.00
Railway operations	21.30				
Auxiliary operations	2.65				
Net operating revenue	12.09	11.72	9.80	0.37	1.92
Railway operations	9.33				
Auxiliary operations	2.76				
Class C—					
Operating revenues	31.99	28.32	24.84	3.67	3.48
Railway operations	25.73				
Auxiliary operations	6.26				
Operating expenses	23.21	19.33	16.74	3.88	2.59
Railway operations	19.76				
Auxiliary operations	3.45				
Net operating revenue	8.78	8.99	8.10	*0.21*	0.89
Railway operations	5.97				
Auxiliary operations	2.81				

[1] Italic figures denote decrease.

Companies of class B alone show an increase in net operating revenue per car mile for the period 1912–1917, and this is less than one-fifth of the increase for the preceding five-year period.

Earnings per passenger.—The average earnings per revenue passenger have increased with each census—from 5.23 cents of operating revenue per fare passenger in 1902 to 5.63 in 1907, 5.95 in 1912, and 6.28 in 1917; but net operating revenue per fare passenger, though increasing from 2.23 cents in 1902 to 2.25 in 1907 and 2.46 in 1912, decreased to 2.28 cents in 1917.

Table 114 shows the average operating revenue, operating expenses, and net operating revenue per fare passenger, for 1917, 1912, and 1907, for all companies, for classes A, B, and C, and for the "Elevated and subway" group.

Table 114

CLASS AND ACCOUNT.	AVERAGE OPERATING REVENUES, OPERATING EXPENSES, AND NET OPERATING REVENUE PER REVENUE PASSENGER.				
	1917	1912	1907	Increase.[1] 1912-1917	Increase.[1] 1907-1912
All companies:	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*
Operating revenues	6.28	5.95	5.63	0.33	0.32
Passenger	5.34	5.27	5.15	0.07	0.12
All other	0.94	0.68	0.49	0.26	0.19
Operating expenses	4.00	3.49	3.39	0.51	0.10
Railway operations	3.72				
Auxiliary operations	0.28				
Net operating revenue	2.28	2.46	2.25	*0.18*	0.21
Classified according to income from railway operations:					
Class A—					
Operating revenue	5.84	5.54	5.28	0.30	0.26
Passenger	5.16	5.08	4.99	0.08	0.09
All other	0.68	0.46	0.30	0.22	0.16
Operating expenses	3.64	3.14	3.08	0.50	0.06
Railway operations	3.45				
Auxiliary operations	0.19				
Net operating revenue	2.20	2.40	2.20	*0.20*	0.20
Class B—					
Operating revenues	8.51	7.51	6.53	1.00	0.98
Passenger	6.37	6.10	5.69	0.27	0.41
All other	2.14	1.41	0.84	0.73	0.57
Operating expenses	5.66	4.64	4.04	1.02	0.60
Railway operations	5.03				
Auxiliary operations	0.63				
Net operating revenue	2.85	2.87	2.49	*0.02*	0.38

CLASS AND ACCOUNT.	AVERAGE OPERATING REVENUES, OPERATING EXPENSES, AND NET OPERATING REVENUE PER REVENUE PASSENGER.				
	1917	1912	1907	Increase.[1] 1912-1917	Increase.[1] 1907-1912
Classified according to income from railway operations—Continued.	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*
Class C—					
Operating revenues	8.22	7.68	6.99	0.54	0.69
Passenger	5.85	5.87	5.61	*0.02*	0.26
All other	2.37	1.80	1.38	0.57	0.42
Operating expenses	5.96	5.24	4.71	0.72	0.53
Railway operations	5.07				
Auxiliary operations	0.89				
Net operating revenue	2.26	2.44	2.28	*0.18*	0.16
Elevated and subway—					
Operating revenues	5.43	5.27	5.33	0.16	*0.06*
Passenger	5.06	5.08	4.97	*0.02*	0.11
All other	0.37	0.19	0.36	0.18	*0.17*
Operating expenses	2.51	2.38	2.38	0.13	
Railway operations	2.46				
Auxiliary	0.05				
Net operating revenue	2.92	2.89	2.95	0.03	*0.06*

[1] Italic figures denote decrease.

The averages are affected by the considerable amount of auxiliary business done by some of the companies and the count by trip of passengers on interurban lines, showing particularly in classes B and C.

It is generally recognized that in most cities the length of haul per passenger has increased with the increase in density of population, resulting in an increase in the operating ratio aside from that due to increase in wages and cost of materials.

Table 115 is an analysis, in terms of averages per fare or revenue passenger, of income and the appropriations of same through expenses, dividends, etc., for companies operating city and suburban trackage only and without light and power business. They are companies engaged essentially in urban passenger traffic, charging, as a rule, a single unit fare, or counting passengers by the zone system. The table presents comparative data for 1917 and 1912.

Table 115

ANALYSIS OF INCOME PER REVENUE PASSENGER: 1917 AND 1912.

CLASS AND STATE.	Number of companies.		Number of revenue passengers.		Average per revenue passenger—cents.								
					Income from all sources.		Operating expenses.		1917		1912: Deductions from income taxes and fixed charges.	Net income.	
	1917	1912	1917	1912	1917	1912	1917	1912	Taxes.	Deductions from income.		1917	1912
All companies	943	975	11,304,669,462	9,545,554,067	6.46	6.14	4.00	3.49	0.41	1.55	2.00	0.59	0.65
Class X—Companies without commercial lighting	738	760	9,630,773,516	8,341,549,514	5.83	5.72	3.62	3.28	0.38	1.43	1.89	0.40	0.54
Companies of class X, operating city and suburban trackage only—selected states:													
California	20	20	215,389,445	170,308,211	5.62	5.10	3.73	3.67	0.32	1.10	1.38	[1] 0.22	0.47
Illinois	34	29	988,289,604	832,514,381	5.23	5.27	2.83	2.73	0.48	1.21	2.67	0.71	0.47
Kansas	3	6	12,337,305	10,644,644	5.18	5.06	2.90	2.67	0.46	1.22	1.28	0.60	1.16
Kentucky	5	7	90,698,947	92,727,380	5.25	5.30	3.11	3.10	0.47	1.17	1.22	0.30	1.07
Massachusetts	21	26	522,227,698	438,987,422	5.21	5.30	3.76	3.38	0.25	1.01	1.41	0.19	0.32
Missouri	10	8	272,283,532	205,908,645	5.03	5.05	3.44	3.39	0.42	0.97	1.38	0.20	0.47
New Jersey	9	13	305,649,170	215,015,225	5.10	5.07	3.03	2.88	0.42	1.46	2.01	0.19	0.18
New York	30	30	1,943,391,046	1,658,808,983	5.45	5.49	3.01	2.88	0.37	1.63	1.98	0.44	0.39
Ohio	15	14	452,709,053	357,608,594	4.21	4.25	2.91	2.38	0.34	0.55	0.98	0.41	0.76
Pennsylvania	60	54	794,986,853	573,770,520	5.31	5.22	2.97	2.76	0.27	1.65	2.31	0.62	0.15
Texas	15	22	63,698,262	38,608,987	5.19	5.04	3.72	3.45	0.31	1.07	1.09	0.69	0.38
Wisconsin	9	10	128,380,052	105,985,594	4.46	4.45	2.74	2.32	0.39	0.66	1.49	0.77	0.76

[1] Deficit.

The feature of special interest is the decrease in net income. An increase is shown for four of the listed states, two of them less than one-tenth of a cent. In five of the states the net income per revenue passenger in 1917 was one-fifth of a cent or less, and in one state, California, it was a deficit.

Operating ratios.—Operating ratio statistics are here assembled for convenience of reference, and Table 116

gives them for the geographic divisions and the several group classes for 1917, 1912, and 1907.

Table 116 — Division and class	Operating ratios. 1917	1912	1907
ALL COMPANIES.			
United States	63.8	58.7	60.1
New England	75.3	66.0	67.8
Middle Atlantic	59.9	56.7	57.6
East North Central	64.7	58.2	60.7
West North Central	66.2	61.0	54.1
South Atlantic	56.9	54.7	57.1
East South Central	60.7	57.8	60.2
West South Central	60.4	61.0	61.2
Mountain	63.4	57.9	57.1
Pacific	69.3	59.7	68.2
CLASSIFIED GROUPS.			
Companies reporting net income	60.9	56.8	58.8
Companies reporting net deficit	76.3	71.6	64.7
Companies classified according to income from railway operations:			
Class A—Over $1,000,000	62.3	56.7	58.4
Class B—Over $250,000 to $1,000,000	66.4	61.7	61.9
Class C—$250,000 and less	72.5	68.3	67.4
Companies without and with commercial lighting:			
Class X—Without commercial lighting	63.8	59.2	60.0
Class Y—With commercial lighting	63.6	56.0	60.3
Companies classified as—			
Elevated and subway	46.2	45.2	44.7
Surface	65.6	60.0	61.5

The expense factor does not include taxes. The West South Central division alone shows a decrease.

Table 117 is an analysis of companies on the basis of operating ratios and shows the number of companies distributed by six ratio groups, ranging from "Under 50" to "90 and over" for all companies and classes, for the three years.

Table 117 — Class and operating ratio	Distribution of number of operating companies with respect to operating ratio. 1917	1912	1907
All companies	943	975	939
Operating ratio (per cent):			
Under 50	32	71	78
50 but under 60	142	224	195
60 but under 70	221	232	263
70 but under 80	212	177	160
80 but under 90	137	110	109
90 and over	199	161	134
Companies classified according to income from railway operations:			
Class A—Over $1,000,000	114	91	76
Under 50	5	15	12
50 but under 60	34	44	29
60 but under 70	40	27	21
70 but under 80	24	4	10
80 but under 90	9	.....	4
90 and over	2	1	.....
Class B—Over $250,000 to $1,000,000	179	154	130
Under 50	9	20	10
50 but under 60	42	61	47
60 but under 70	56	37	46
70 but under 80	43	19	20
80 but under 90	19	13	6
90 and over	10	4	1
Class C—$250,000 and less	650	730	733
Under 50	18	36	56
50 but under 60	66	119	119
60 but under 70	125	168	196
70 but under 80	145	154	130
80 but under 90	109	97	99
90 and over	187	156	133
Companies classified as "Elevated and subway"	7	7	6
Under 50	2	3	3
50 but under 60	4	3	1
60 but under 70	.....	.....	2
70 but under 80	1	.....	.....
80 but under 90	.....	1	.....

The group "60 but under 70" is the largest group for all companies and for classes A and B, but the group "90 and over" has the greatest number of companies of class C. The following tabular statement expresses in terms of cumulative percentages the number of companies ranked according to operating ratios for classes A, B, and C:

Operating ratio	Per cent of companies reporting specified operating ratios. Class A. 1917	1912	1907	Class B. 1917	1912	1907	Class C. 1917	1912	1907
All companies	100	100	100	100	100	100	100	100	100
Per cent with operating ratio:									
Under 50	4	16	16	5	13	8	3	5	8
Under 60	34	65	54	28	53	44	13	21	24
Under 70	69	95	82	60	77	79	32	44	51
Under 80	90	99	95	84	89	95	54	65	68
Under 90	98	99	100	94	97	99	71	79	82

Table 118 shows the operating ratios, by states, for 1917, 1912, and 1907, with the states ranked according to 1917.

Table 118 — State	Operating ratio.[1] 1917	1912	1907
United States	63.8	58.7	60.1
Virginia	53.7	56.6	*63.3*
Georgia	54.1	51.9	55.4
Arkansas	55.2	54.7	56.2
Maryland	55.4	51.7	50.2
West Virginia	56.7	52.9	60.1
Florida	56.8	58.7	*70.0*
Alabama	58.2	58.0	*67.6*
Illinois	58.3	54.6	*63.3*
Colorado	58.9	56.0	50.8
New York	59.4	56.0	56.7
North Carolina	59.7	*66.6*	*62.7*
Oregon	59.7	48.5	60.0
Kentucky	60.0	*60.1*	59.2
Oklahoma	60.0	*67.1*	*63.4*
Texas	60.1	*61.4*	*63.7*
New Jersey	60.3	58.4	*61.3*
Washington	60.5	56.0	*65.1*
South Carolina	60.7	*68.0*	59.9
Pennsylvania	60.8	57.7	58.2
Tennessee	61.1	53.2	54.8
Utah	62.1	51.4	*61.5*
Wisconsin	62.3	52.3	52.7
Louisiana	63.0	*60.8*	59.5
Wyoming	63.1	*80.1*	.....
Delaware	63.4	54.3	*68.3*
Minnesota	*63.9*	*60.8*	50.0
Iowa	*64.1*	*61.3*	*65.8*
District of Columbia	*64.7*	53.4	52.9
Nebraska	*64.8*	56.5	48.4
Indiana	*65.1*	58.1	56.2
Kansas	*65.3*	*58.8*	53.8
Maine	*65.3*	56.9	*65.5*
Missouri	*68.5*	*61.9*	53.8
Ohio	*69.5*	*62.2*	*60.8*
Michigan	*71.2*	*65.0*	59.8
New Mexico	*71.3*	*85.5*	*69.7*
Vermont	*72.5*	57.5	*71.1*
Montana	*74.0*	*73.0*	*72.6*
Mississippi	*74.1*	*72.5*	*65.4*
Idaho	*74.2*	*70.1*	*61.8*
Rhode Island	*75.2*	*65.5*	*61.9*
California	*75.3*	*65.6*	*70.5*
Massachusetts	*75.4*	*67.6*	*68.5*
North Dakota	*76.4*	*64.4*	*65.3*
Arizona	*77.8*	*85.1*	*82.8*
South Dakota	*77.8*	*75.5*	52.5
Connecticut	*78.9*	*63.5*	*66.8*
New Hampshire	*79.9*	*79.3*	*82.3*
Nevada	*82.3*	*73.2*	*79.9*

[1] Italic figures denote ratios above the average for the United States.

In only 10 states was the operating ratio lower in 1917 than in 1912, and these are states of the South Atlantic, South Central, and Mountain divisions.

Relation of operating ratio to density of traffic.—Density of traffic is a factor which affects the operating ratio, and a comparison of operating ratios for groups of companies classified according to number of revenue passengers per mile of track, which is a measure of traffic density, shows, as a rule, a decrease in operating ratio with increase in traffic density; and a like relation shows for company groups classified according to number of revenue passengers per car mile.

Table 119 shows the distribution of the companies by operating ratio groups, classified according to number of revenue passengers per mile of track and per car mile.

Table 119

GROUP.	TOTAL NUMBER OF COMPANIES.			NUMBER OF COMPANIES REPORTING OPERATING RATIO—																	
				Under 50 per cent.			50 per cent but under 60 per cent.			60 per cent but under 70 per cent.			70 per cent but under 80 per cent.			80 per cent but under 90 per cent.			90 per cent and over.		
	1917	1912	1907	1917	1912	1907	1917	1912	1907	1917	1912	1907	1917	1912	1907	1917	1912	1907	1917	1912	1907
Total number	[1] 941	[1] 973	[2] 938	32	69	77	142	224	195	219	233	263	212	177	160	137	109	109	199	161	134
Revenue passengers per mile of track:																					
Under 25,000	155	184	169	5	4	11	18	31	27	25	50	45	33	25	26	21	26	21	53	48	39
25,000 but under 50,000	154	143	124	4	5	9	13	24	21	36	27	22	30	30	22	21	16	26	50	40	34
50,000 but under 100,000	188	242	232	6	13	19	22	40	39	37	61	73	45	46	37	29	37	25	49	45	39
100,000 but under 200,000	227	220	263	8	19	17	31	60	61	57	55	83	60	47	52	40	22	30	31	17	20
200,000 but under 300,000	110	95	67	4	11	7	33	33	20	34	23	23	20	16	12	10	6	3	9	6	2
300,000 but under 400,000	47	41	32	1	9	8	8	14	11	14	10	8	14	5	5	8	1	.....	2	2	.....
400,000 and over	60	48	41	4	7	6	17	22	16	16	7	9	10	8	6	8	1	4	5	3	.....
Revenue passengers per car mile:																					
Under 2	142	157	144	3	4	6	16	28	26	30	34	35	27	27	23	18	17	19	48	47	35
2 but under 3	172	168	164	6	7	11	16	27	34	33	36	27	43	32	30	21	27	27	53	39	35
3 but under 4	176	194	217	6	10	15	28	38	30	41	40	68	37	43	36	22	25	36	42	38	33
4 but under 5	151	200	202	3	15	15	27	52	56	34	64	67	33	37	37	28	17	11	26	15	16
5 but under 6	129	137	122	5	16	17	22	43	26	27	37	41	37	18	23	23	15	7	15	8	8
6 but under 7	95	57	37	4	9	4	18	20	10	30	14	10	26	5	6	12	3	4	5	6	3
7 and over	76	60	52	5	8	9	15	16	13	24	8	15	9	15	5	13	5	5	10	8	5

[1] Exclusive of 2 companies doing freight business only.

[2] Exclusive of 6 companies which failed to furnish this information, and 1 freight road.

The companies operating in districts of low traffic density have proportionately the largest representation in the high-ratio groups, and, inversely, those of high traffic density the largest representation in the low-ratio groups.

Of the companies averaging fewer than 50,000 revenue passengers per mile of track—309 in 1917 and 327 in 1912—12.9 per cent in 1917 and 19.6 per cent in 1912 had operating ratios less than 60, and 46.9 per cent in 1917 and 39.8 per cent in 1912 had operating ratios of 80 and over. On the other hand, of the companies averaging 300,000 and more revenue passengers per mile of track—107 in 1917 and 89 in 1912—28 per cent in 1917 and 58.4 per cent in 1912 had operating ratios of less than 60, and 21.5 per cent in 1917 and 7.9 per cent in 1912 had operating ratios of 80 and over.

The roads operating in districts of high traffic density have heavy investments and taxes, and deductions from income constitute a relatively large part of the aggregate disbursements for operation and maintenance. Table 120 shows the complementary ratios of operating expenses and taxes and deductions from income for all companies and for classes A, B, and C for the three years.

Table 120

	Census year.	COMPLEMENTARY RATIOS OF OPERATING EXPENSES, TAXES, AND DEDUCTIONS FROM INCOME: 1917, 1912, AND 1907.			
		All companies.	Class A—Over $1,000,000.	Class B—Over $250,000 to $1,000,000.	Class C—$250,000 and less.
Revenue passengers per mile of track.[1]	1917	260,868	374,753	123,977	84,851
	1912	232,556	356,372	118,598	75,484
	1907	216,522	361,701	123,390	74,788
Per cent of total expenses represented by— Operating expenses	1917	67.2	66.3	68.4	73.2
	1912	64.3	62.6	68.2	70.3
	1907	64.5	63.0	66.4	70.7
Taxes	1917	6.8	7.2	5.7	4.7
	1912	6.8	7.5	5.0	4.2
	1907	5.1	5.6	4.0	3.4
Deductions from gross income	1917	26.0	26.5	25.9	22.1
	1912	28.9	29.9	26.8	25.5
	1907	30.4	31.4	29.6	25.9

[1] Based on running track in 1917.

BALANCE SHEET.

The balance sheets secured by the Census Bureau show the financial condition at the end of the year of the companies covered by the reports, and the general balance sheets are aggregates of the data contained in the individual reports. Intercompany securities and liabilities are included in the statement

of liabilities as reported by the debtor company and in the statement of assets as reported by the creditor company at the valuation at which the securities are carried by the respective companies. Different methods of bookkeeping are reflected in the balance sheet, but reports deviating from the standard as prescribed by the Interstate Commerce Commission have been made to conform thereto as far as possible.

Table 160 (p. 161) is a condensed balance sheet for operating and lessor companies combined, by geographic divisions and states, for 1917, 1912, and 1907, and for Hawaii and Porto Rico for 1917 and 1907, and Table 161 (p. 164) the balance sheet for operating and lessor companies combined, by detailed accounts, for 1917.

In Table 121 the accounts are combined and condensed for the three years. The table shows the per cent distribution of the assets and liabilities by accounts and the per cent of increase for the census periods.

Table 121 — BALANCE SHEET, OPERATING AND LESSOR COMPANIES: 1917, 1912, AND 1907.

	Census year.	Number of companies.	Assets. Road and equipment.	Assets. Other investments.	Assets. Current and other assets.	Assets. Profit and loss deficit for companies showing a deficit.	Total—Assets or liabilities.	Liabilities. Capital stock.	Liabilities. Funded debt.[1]	Liabilities. Unfunded debt, reserves, and current and other liabilities.	Liabilities. Profit and loss surplus for companies showing a surplus.	Net surplus.
Operating and lessor companies.	1917	1,307	$5,136,441,599	$642,261,722	$415,173,040	$78,740,680	$6,272,617,041	$2,473,846,651	$3,058,377,167	$583,580,514	$156,812,709	$78,072,029
	1912	1,260	$4,596,563,202	$465,250,414	$348,731,487	$38,149,444	$5,448,694,637	$2,379,346,313	$2,329,221,828	$606,600,400	$133,436,096	$95,286,652
	1907	[2] 1,230	$3,637,668,708	$374,664,197	$251,528,687	$36,178,933	$4,300,040,525	$2,031,986,366	$1,672,959,930	$488,471,004	$106,623,225	$70,444,292
Per cent of total	1917	.....	81.9	10.2	6.6	1.3	100.0	39.4	48.8	9.3	2.5	.....
	1912	.....	84.4	8.5	6.4	0.7	100.0	43.7	42.8	11.1	2.4	.....
	1907	.....	84.6	8.7	5.9	0.8	100.0	47.2	38.9	11.4	2.5	.....
Per cent of increase:[3]												
1907–1917	.....	.....	41.2	71.4	65.0	117.6	45.9	21.7	82.8	19.5	47.1	10.8
1912–1917	.....	.....	11.7	38.0	19.1	106.4	15.1	4.0	31.3	−3.8	17.5	−18.1
1907–1912	.....	.....	26.4	24.2	38.6	5.4	26.7	17.1	39.2	24.2	25.1	35.3
Operating companies	1917	943	$4,335,807,154	$509,111,056	$385,548,606	$73,312,691	$5,303,779,507	$2,006,151,013	$2,620,637,064	$550,310,493	$126,680,937	$53,368,246
	1912	975	$3,867,215,202	$385,973,185	$331,692,759	$34,599,161	$4,619,480,307	$1,957,300,149	$1,999,417,874	$553,451,347	$109,310,937	$74,711,776
	1907	[2] 939	$2,719,051,703	$329,803,587	$172,213,837	$32,871,632	$3,253,940,759	$1,508,759,290	$1,264,504,062	$406,256,041	$74,421,366	$41,549,734
Per cent of total	1917	.....	81.7	9.6	7.3	1.4	100.0	37.8	49.4	10.4	2.4	.....
	1912	.....	83.7	8.4	7.2	0.7	100.0	42.4	43.3	12.0	2.3	.....
	1907	.....	83.6	10.1	5.3	1.0	100.0	46.4	38.8	12.5	2.3	.....
Per cent of increase:[3]												
1907–1917	.....	.....	59.5	54.4	123.9	123.0	63.0	33.0	107.2	35.5	70.2	28.4
1912–1917	.....	.....	12.1	31.9	16.2	111.9	14.8	2.5	31.1	−0.6	15.9	−28.6
1907–1912	.....	.....	42.2	17.0	92.6	5.3	42.0	29.7	58.1	36.2	46.9	79.8
Lessor companies	1917	364	$800,634,445	$133,150,666	$29,624,434	$5,427,989	$968,837,534	$467,695,638	$437,740,103	$33,270,021	$30,131,772	$24,703,783
	1912	285	$729,348,090	$79,277,229	$17,038,728	$3,550,283	$829,214,330	$422,046,164	$329,803,954	$53,239,053	$24,125,159	$20,574,876
	1907	291	$918,617,005	$44,860,610	$79,314,850	$3,307,301	$1,046,099,766	$523,227,076	$408,455,868	$82,214,963	$32,201,859	$28,894,558
Per cent of total	1917	.....	82.6	13.7	3.1	0.6	100.0	48.3	45.2	3.4	3.1	.....
	1912	.....	88.0	9.6	2.0	0.4	100.0	50.9	39.8	6.4	2.9	.....
	1907	.....	87.8	4.3	7.6	0.3	100.0	50.0	39.0	7.9	3.1	.....
Per cent of increase:[3]												
1907–1917	.....	.....	−12.8	196.8	−62.6	64.1	−7.4	−10.6	7.2	−59.5	−6.4	−14.5
1912–1917	.....	.....	9.8	68.0	73.9	52.9	16.8	10.8	32.7	−37.5	24.9	20.1
1907–1912	.....	.....	−20.6	76.7	−78.5	7.3	−20.7	−19.3	−19.3	−35.2	−25.1	−28.8

[1] Includes real estate mortgages ($7,197,895) in 1917; not included in 1912 and 1907.
[2] Exclusive of 6 companies which failed to furnish this information.
[3] A minus sign (−) denotes decrease.

A variance will be noted with respect to capitalization (capital stock and funded debt) for 1907 as reported in the balance-sheet tables and in the tables dealing with capitalization. The amount of capital stock as reported in Table 160 for 1907 is less by the sum of $65,722,490 than the amount of capital stock as reported in Table 150, "Track and capitalization"; and the funded debt as carried in the balance sheet for that year (Table 160) is $4,103,310 less than that reported in Table 150.

The difference in the case of capital stock is due chiefly to the fact that in some cases the capital stock outstanding was not full paid, the par value of the stock being carried into the capitalization table, while the amount paid in was reported among the liabilities in the balance sheet.

The difference in funded debt was occasioned by the fact that for certain companies in the hands of receivers the par value of the outstanding securities was included in the statistics for capitalization and the

value of the property turned over to the receivers was shown in the balance sheet as funded debt.

Assets.—The amount reported for road and equipment is the investment in property devoted to transportation operations, to operations incident thereto, and to auxiliary operations as carried on the books of the company. "Other investments" includes investments in physical property not classifiable as road and equipment, investments in the securities of other companies (railway and nonrailway), treasury securities, etc. "Current and other assets" includes materials and supplies, cash, notes and accounts receivable, discount on stock and funded debt, interest, dividends, and rents receivable, and other funds set aside or invested for specific purposes, deferred assets, rents and premiums paid in advance, unadjusted debits, etc.

Liabilities.—The ratio of capital stock to total liabilities is decreasing and the ratio of funded debt increasing. Combined, thus representing capitalization, they constituted a slightly larger proportion of the total liabilities in 1917 than in the prior years—88.2 per cent in 1917, 86.4 per cent in 1912, and 86.1 per cent in 1907. In the case of the operating companies the corresponding percentages, stock and funded debt combined, of total liabilities are 87.2, 85.7, and 85.2 for the three years, respectively, and for the lessor companies, 93.5, 90.7, and 89.1.

Differences in accounting at different censuses impair a comparison by primary balance-sheet accounts. The net surplus, $78,072,029, is $17,214,623, or 18.1 per cent, less than that of 1912.

In 1917, 558 operating companies reported an aggregate surplus of $126,680,937, as compared with 641 operating companies and a surplus of $109,310,937 in 1912, and 352 operating companies reported an aggregate deficit of $73,312,691, as compared with 310 companies with an aggregate deficit of $34,599,161 in 1912. In 1917 the reports of 33 companies and in 1912 the reports of 24 companies were balanced statements, showing neither profit and loss surplus nor deficit.

The distribution of the number of companies reporting surplus balances, deficit balances, and balanced statements in 1917 and 1912 is shown in Table 122, by geographic divisions.

The increase in deficit balances for operating companies for the period 1912–1917 was $38,713,530, as compared with $1,727,529 for the period 1907–1912, and the increase in surplus balances was $17,370,000, as compared with $34,889,571 for the period 1907–1912. The states showing net deficits in 1917 for operating companies were California, with a balance-sheet deficit of $13,085,268; Kentucky, Mississippi, New Jersey, New Mexico, Oregon ($2,706,326), South Dakota, and Virginia. In 1912 the states showing net deficits for the operating companies were Arizona, Idaho, Mississippi, New Hampshire, New Mexico, and Pennsylvania.

Table 122 NUMBER OF OPERATING COMPANIES REPORTING SURPLUS BALANCES, DEFICIT BALANCES, AND BALANCED STATEMENTS: 1917 AND 1912.

DIVISION.	All companies.		Surplus balances.		Deficit balances.		Balanced statements, neither surplus nor deficit.	
	1917	1912	1917	1912	1917	1912	1917	1912
United States	943	975	558	641	352	310	33	24
New England	86	91	53	61	30	28	3	2
Middle Atlantic	241	246	133	146	104	92	4	8
East North Central	223	222	144	157	71	61	8	4
West North Central	83	85	54	60	23	21	6	4
South Atlantic	94	107	65	73	26	32	3	2
East South Central	49	45	28	31	17	14	4	.....
West South Central	68	79	38	56	25	21	5	2
Mountain	39	40	19	21	20	18	.....	1
Pacific	60	60	24	36	36	23	.....	1

Balance sheets of operating and lessor companies.—The balance sheets of operating companies and of lessor companies are somewhat different in character, and are segregated in Table 123 for 1917.

The lessor companies represented 15.4 per cent of the combined total for 1917, as compared with 15.3 per cent in 1912 and 24.3 per cent in 1907. The bulk of the investments of the lessor companies in the stocks and bonds of other electric railway companies, aggregating $90,339,366, is confined to a comparatively few. Of the 364 lessor companies, only 40 reported such investments, and of these Pennsylvania has 26 companies with $78,062,507. In 1912, 28 lessor companies reported stocks and bonds of other electric railway companies, under assets, to the amount of $60,664,030, 15 companies with $47,226,486 being Pennsylvania corporations.

Of the operating companies in 1917, 132 owned stocks and bonds in other electric railway companies to the amount of $222,266,670, as compared with 131 companies and $206,298,309 of investments in 1912, and 108 companies and $180,941,984 of investments in 1907. The account "Other permanent investments" includes advances to affiliated companies and investments in Liberty bonds. In the case of the lessor companies, the amount reported, $30,154,971, represents 22 companies, and of these, 17 companies with $28,513,659 of "Other permanent investments" are in Pennsylvania, this amount including advances to affiliated companies to the amount of $28,442,659.

Table 123

ACCOUNT.	BALANCE SHEET, OPERATING AND LESSOR COMPANIES: 1917. All companies.	Operating companies.	Lessor companies.	Per cent of total. Operating companies.	Lessor companies.
Number of companies	1,307	943	364		
Profit and loss surplus	732	558	174		
Profit and loss deficit	394	352	42		
Balanced statements (neither surplus nor deficit)	181	33	148		
Total—Assets or liabilities	$6,272,617,041	$5,303,779,507	$968,837,534	84.6	15.4
ASSETS.					
Road and equipment	5,136,441,599	4,335,807,154	800,634,445	84.4	15.6
Other physical property	79,608,323	73,245,666	6,362,657	92.0	8.0
Stocks and bonds of other electric railway companies	312,606,036	222,266,670	90,339,366	71.1	28.9
Stocks and bonds of companies other than electric railways	63,395,213	58,636,089	4,759,124	92.5	7.5
Treasury securities	77,883,055	76,348,507	1,534,548	98.0	2.0
Stock	17,254,917	16,640,692	614,225	96.4	3.6
Bonds	60,628,138	59,707,815	920,323	98.5	1.5
Other permanent investments	108,769,095	78,614,124	30,154,971	72.3	27.7
Materials and supplies	59,188,287	59,006,999	181,288	99.7	0.3
Cash and notes and accounts receivable	140,191,981	125,304,673	14,887,308	89.4	10.6
Stock and bond discount	101,483,071	97,676,058	3,807,013	96.2	3.8
Sinking and other special funds	71,454,040	65,630,611	5,823,429	91.9	8.1
Interest, dividends, and rents receivable	3,208,174	2,042,068	1,166,106	63.7	36.3
Sundries	39,647,487	35,888,197	3,759,290	90.5	9.5
Profit and loss deficit	78,740,680	73,312,691	5,427,989	93.1	6.9
LIABILITIES.					
Capital stock	2,473,846,651	2,006,151,013	467,695,638	81.1	18.9
Common	2,012,189,394	1,592,660,012	419,529,382	79.2	20.8
Preferred	461,657,257	413,491,001	48,166,356	89.6	10.4
Funded debt	3,051,179,272	2,614,351,715	436,827,557	85.7	14.3
Real estate mortgages	7,197,895	6,285,349	912,546	87.3	12.7
Floating debt (loans and notes)	166,592,228	160,844,759	5,747,469	96.5	3.5
Reserves	75,744,518	73,740,275	2,004,243	97.4	2.6
Accounts payable	87,947,134	83,096,657	4,850,477	94.5	5.5
Interest, rents, and taxes due and accrued	102,999,996	92,243,707	4,538,920	95.6	4.4
Dividends due		6,217,369			
Premium on capital stock and funded debt	12,224,698	6,702,186	5,522,512	54.8	45.2
Accrued depreciation	73,933,756	73,772,354	161,402	99.8	0.2
Sundries	64,138,184	53,693,186	10,444,998	83.7	16.3
Profit and loss surplus	156,812,709	126,680,937	30,131,772	80.8	19.2
Net surplus	78,072,029	53,368,246	24,703,783	68.4	31.6

Table 124 shows the per cent distribution of assets and liabilities with respect to the several accounts as given in the preceding table.

The interests of the lessor companies are, as a rule, confined to railway properties, their nonrailway investments, not including "Other permanent investments" (which latter are chiefly advances to affiliated companies and investments in Liberty bonds), constituting but 1.1 per cent of their total assets.

Table 124

ACCOUNT.	PER CENT DISTRIBUTION OF ASSETS AND LIABILITIES: 1917. All companies.	Operating companies.	Lessor companies.
Assets, total	100.0	100.0	100.0
Road and equipment	81.9	81.7	82.6
Other physical property	1.3	1.4	0.6
Stocks and bonds of other electric railway companies	5.0	4.2	9.3
Stocks and bonds of companies other than electric railways	1.0	1.1	0.5
Treasury securities	1.3	1.5	0.2
Other permanent investments	1.7	1.4	3.1
Materials and supplies	1.0	1.1	(1)
Cash and notes and accounts receivable	2.2	2.4	1.5
Stock and bond discount	1.6	1.9	0.4
Sinking and other special funds	1.1	1.3	0.6
Interest, dividends, and rents receivable	(1)	(1)	0.1
Sundries	0.6	0.6	0.5
Profit and loss deficit	1.3	1.4	0.6

ACCOUNT.	PER CENT DISTRIBUTION OF ASSETS AND LIABILITIES: 1917. All companies.	Operating companies.	Lessor companies.
Liabilities, total	100.0	100.0	100.0
Capital stock	39.4	37.8	48.3
Funded debt	48.6	49.3	45.1
Real estate mortgages	0.1	0.1	0.1
Floating debt	2.7	3.0	0.6
Reserves	1.2	1.4	0.2
Accounts payable	1.4	1.6	0.5
Interest, rents and taxes due and accrued	1.7	1.8	0.5
Dividends due		0.1	
Premium on capital stock and funded debt	0.2	0.1	0.6
Accrued depreciation	1.2	1.4	(1)
Sundries	1.0	1.0	1.0
Profit and loss surplus	2.5	2.4	3.1

[1] Less than one-tenth of 1 per cent.

There were 121 lessor companies and 137 operating companies in 1917 that reported no funded debt, as compared with 91 lessor companies and 194 operating companies in 1912. The debt statistics represented by funded debt, real estate mortgages, and floating debt for all companies, operating and lessor, are given in Table 125 for the three years 1917, 1912, and 1907, by geographic divisions, with the percentages of increase for the intervening periods.

Table 125 — DEBT OF OPERATING AND LESSOR COMPANIES: 1917, 1912, AND 1907.

Division.	Census year.	Total.	Funded debt.	Real estate mortgages.	Floating debt.	Per cent of increase.[1] Total.	Funded debt.	Real estate mortgages.	Floating debt.
United States	1917	$3,224,969,395	$3,051,179,272	$7,197,895	$166,592,228	22.6	31.0	18.1	−43.7
	1912	2,631,480,870	2,329,221,823	6,097,245	296,161,797	34.5	39.2	50.2	6.2
	1907	1,955,946,832	[2] 1,672,959,930	4,059,805	278,927,097	.....	.....	.....	.....
New England	1917	179,855,877	157,287,903	154,748	22,413,226	21.4	21.3	−53.2	23.4
	1912	148,135,670	129,039,840	330,842	18,164,988	1.3	−0.7	23.0	18.6
	1907	146,201,708	130,006,958	269,032	15,325,718	.....	.....	.....	.....
Middle Atlantic	1917	1,279,416,940	1,237,759,368	4,494,007	37,163,565	34.5	54.4	6.2	−74.4
	1912	951,252,709	801,582,533	4,229,917	145,440,259	38.1	43.8	78.0	12.5
	1907	689,051,342	557,410,106	2,376,778	129,264,458	.....	.....	.....	.....
East North Central	1917	683,535,100	644,497,191	1,036,702	38,001,207	9.7	9.4	171.7	13.0
	1912	623,356,959	589,361,398	381,621	33,613,940	29.2	35.0	−66.5	−24.7
	1907	482,373,354	436,565,900	1,140,536	44,666,918	.....	.....	.....	.....
West North Central	1917	202,064,719	192,474,741	743,640	8,846,338	14.8	24.1	22.7	−56.3
	1912	175,940,636	155,092,155	605,830	20,242,651	16.5	18.8	1,981.9	−0.9
	1907	151,032,942	130,583,800	29,100	20,420,042	.....	.....	.....	.....
South Atlantic	1917	269,768,840	252,412,879	85,875	17,270,086	23.3	22.9	−78.7	34.0
	1912	218,740,732	205,449,108	403,100	12,888,464	32.2	35.4	424.2	−6.3
	1907	165,512,631	151,682,049	76,900	13,753,682	.....	.....	.....	.....
East South Central	1917	89,915,180	85,919,236	.....	3,995,944	19.6	20.5	.....	4.2
	1912	75,153,648	71,296,580	22,285	3,834,783	27.8	32.6	31.1	−24.0
	1907	58,821,027	53,758,167	17,000	5,045,860	.....	.....	.....	.....
West South Central	1917	95,317,589	91,430,280	68,581	3,818,728	25.0	39.2	18.1	−63.6
	1912	76,228,219	65,691,669	58,050	10,478,500	40.4	43.3	1.2	24.7
	1907	54,287,979	45,827,950	57,357	8,402,672	.....	.....	.....	.....
Mountain	1917	68,386,864	65,220,101	28,750	3,138,013	24.6	41.7	.....	−64.7
	1912	54,906,270	46,014,459	.....	8,891,811	65.9	54.9	.....	161.9
	1907	33,094,273	29,699,600	.....	3,394,673	.....	.....	.....	.....
Pacific	1917	356,708,286	324,177,573	585,592	31,945,121	15.9	22.3	792.7	−25.0
	1912	307,766,027	265,094,026	65,600	42,606,401	75.3	93.7	−29.5	10.2
	1907	175,571,576	136,825,400	93,102	38,653,074	.....	.....	.....	.....

[1] A minus sign (−) denotes decrease. [2] See text (p. 93).

Table 126 is an analysis of the surplus and deficit balances for 1917, 1912, and 1907, showing the number of companies reporting a surplus, the number reporting a deficit, and the number reporting neither surplus nor deficit, with percentages of distribution between operating and lessor companies.

Table 126 — ANALYSIS OF SURPLUS AND DEFICIT BALANCES: 1917, 1912, AND 1907.

	Census year.	All companies.	Operating companies.	Lessor companies.	Per cent of total. Operating companies.	Per cent of total. Lessor companies.
Number of companies	1917	1,307	943	364	72.1	27.9
	1912	1,260	975	285	77.4	22.6
	1907	1,230	939	291	76.3	23.7
Net surplus	1917	$78,072,029	$53,368,246	$24,703,783	68.4	31.6
	1912	$95,286,652	$74,711,776	$20,574,876	78.4	21.6
	1907	$70,444,292	$41,549,734	$28,894,558	59.0	41.0
Surplus: Number of companies.	1917	732	558	174	76.2	23.8
	1912	787	641	146	81.4	18.6
	1907	710	588	122	82.8	17.2
Per cent of total	1917	56.0	59.2	47.8	.....	.....
	1912	62.5	65.7	51.2	.....	.....
	1907	57.7	62.6	41.9	.....	.....
Amount	1917	$156,812,709	$126,690,937	$30,121,772	80.8	19.2
	1912	$133,436,096	$109,310,937	$24,125,159	81.9	18.1
	1907	$106,623,225	$74,421,366	$32,201,859	69.8	30.2

Table 126 — ANALYSIS OF SURPLUS AND DEFICIT BALANCES: 1917, 1912, AND 1907.

	Census year.	All companies.	Operating companies.	Lessor companies.	Per cent of total. Operating companies.	Per cent of total. Lessor companies.
Deficit: Number of companies.	1917	394	352	42	89.3	10.7
	1912	352	310	42	88.1	11.9
	1907	303	265	38	87.5	12.5
Per cent of total	1917	30.1	37.3	11.5	.....	.....
	1912	27.9	31.7	14.7	.....	.....
	1907	24.6	28.2	13.1	.....	.....
Amount	1917	$78,740,680	$73,312,691	$5,427,989	93.1	6.9
	1912	$38,149,444	$34,599,161	$3,550,283	90.7	9.3
	1907	$36,178,933	$32,871,632	$3,307,301	90.9	9.1
Balanced statements (neither surplus nor deficit): Number of companies.	1917	181	33	148	18.2	81.8
	1912	121	24	97	19.8	80.2
	1907	217	86	131	39.6	60.4
Per cent of total	1917	13.9	3.5	40.7	.....	.....
	1912	9.6	2.5	34.0	.....	.....
	1907	17.6	9.2	45.0	.....	.....

Balance sheet, by states.—The increase in total assets and liabilities during the period 1912–1917 was largest in amount in the Middle Atlantic division, followed by the East North Central and by the South Atlantic divisions. The leading 10 states for each of the census periods 1912–1917, 1907–1912, and 1902–1907 are shown in the following tabular statement:

STATE.	Increase in assets and liabilities: 1912–1917	STATE.	Increase in assets and liabilities: 1907–1912	STATE.	Increase in assets and liabilities: 1902–1907
United States	$823,922,404	United States	$1,148,654,112	United States	$1,730,014,334
New York	259,145,424	New York	209,660,803	New York	231,451,906
Pennsylvania	187,196,186	California	187,579,444	California	210,997,729
Illinois	47,299,186	Washington	82,216,537	Ohio	199,327,856
Ohio	45,861,352	Pennsylvania	62,743,072	Pennsylvania	174,591,128
Texas	32,687,256	Georgia	53,449,863	Indiana	134,716,055
Michigan	29,553,456	Massachusetts	47,872,162	Illinois	129,832,400
Washington	25,878,847	Oregon	42,433,043	Louisiana	60,538,962
South Carolina	25,276,698	Indiana	33,407,317	Washington	58,067,109
West Virginia	18,808,472	Illinois	31,857,219	Massachusetts	42,710,350
Iowa	17,189,130	Virginia	29,139,243	Wisconsin	39,442,718
All other	135,031,397	All other	368,295,409	All other	448,238,121

On a basis of proportionate increase, the order of the states is somewhat different and is shown in the following tabular statement for the census periods 1912–1917, 1907–1912, and 1902–1907:

STATE.	Per cent of increase: 1912–1917	STATE.	Per cent of increase: 1907–1912	STATE.	Per cent of increase: 1902–1907
United States	15	United States	27	United States	68
South Carolina	160	Oklahoma	200	Oregon	538
Texas	60	North Carolina	168	Mississippi	500
West Virginia	44	Georgia	140	Kansas	372
Pennsylvania	34	Washington	105	Arkansas	330
Mississippi	31	Oregon	101	Indiana	310
Iowa	27	Kansas	94	Washington	290
Florida	25	Texas	78	California	255
Michigan	25	Iowa	68	Louisiana	251
New York	24	West Virginia	66	Nebraska	191
Alabama	22	California	64	Virginia	169

Table 127 is a summary of the balance-sheet statistics of operating and lessor companies combined, by geographic divisions, for the three census years 1917, 1912, and 1907.

CONDENSED BALANCE SHEET OF OPERATING AND LESSOR COMPANIES COMBINED, BY GEOGRAPHIC DIVISIONS: 1917, 1912, AND 1907.

Table 127			ASSETS.					LIABILITIES.			
DIVISION.	Census year.	Number of companies.	Road and equipment.	Other investments.	Current and other assets.	Profit and loss deficit for companies showing a deficit.	Total assets or liabilities.	Capitalization.[1]	Unfunded debt reserves and current and other liabilities.	Profit and loss surplus for companies showing a surplus.	Net surplus.[2]
United States	1917	1,307	$5,136,441,599	$642,261,722	$415,173,040	$78,740,680	$6,272,617,041	$5,532,223,818	$583,580,514	$156,812,709	$78,072,029
	1912	1,260	$4,596,563,292	$465,250,414	$348,731,487	$38,149,444	$5,448,694,637	$4,708,568,141	$606,690,400	$133,436,096	$95,286,652
	1907	[3] 1,230	$3,637,668,708	$374,664,197	$251,528,687	$36,178,933	$4,300,040,525	[4] $3,704,946,296	$488,471,004	$106,623,235	$70,444,292
Per cent of increase [5]—											
1907–1917	.....	.....	41.2	71.4	65.0	117.6	45.9	49.3	19.5	47.1	10.8
1912–1917	.....	.....	11.7	38.0	19.1	106.4	15.1	17.5	−3.8	17.5	−18.1
1907–1912	.....	.....	26.4	24.2	38.6	5.4	26.7	27.1	24.2	25.1	35.3
Geographic divisions:											
New England	1917	114	$391,834,917	$19,358,782	$26,329,960	$2,595,083	$440,118,742	$372,066,556	$58,748,182	$9,304,004	$6,708,921
	1912	119	$354,605,174	$13,591,713	$23,549,590	$1,814,262	$393,560,739	$334,063,440	$48,492,176	$10,985,123	$9,170,861
	1907	145	$286,023,884	$4,985,719	$18,911,758	$1,570,677	$311,492,038	$268,765,346	$33,647,659	$9,079,033	$7,508,356
Per cent of increase [5]—											
1907–1917	.....	.....	37.0	288.3	39.2	65.2	41.3	38.4	74.6	2.5	−10.6
1912–1917	.....	.....	10.5	42.4	11.8	43.0	11.8	11.4	21.1	−15.3	−26.8
1907–1912	.....	.....	24.0	172.6	24.5	15.5	26.3	24.3	44.1	21.0	22.1
Middle Atlantic	1917	516	$1,744,197,541	$333,654,512	$168,115,402	$34,319,628	$2,280,287,083	$2,034,612,457	$182,504,021	$63,170,605	$28,850,977
	1912	436	$1,471,795,717	$201,251,361	$127,920,909	$20,736,273	$1,821,714,260	$1,513,580,910	$263,183,933	$44,949,417	$24,213,144
	1907	450	$1,266,195,650	$113,030,336	$133,576,450	$20,624,376	$1,533,427,821	$1,266,289,882	$226,811,383	$40,326,605	$19,702,280
Per cent of increase [5]—											
1907–1917	.....	.....	37.8	195.2	25.8	66.4	48.7	60.7	−19.5	56.6	46.4
1912–1917	.....	.....	18.5	65.8	31.4	65.5	25.2	34.4	−30.7	40.5	19.2
1907–1912	.....	.....	16.2	78.1	−4.2	0.5	18.8	19.5	16.0	11.5	22.9
East North Central	1917	254	$1,206,472,178	$91,667,235	$69,957,425	$12,024,653	$1,382,121,491	$1,202,078,409	$143,188,571	$36,854,511	$24,829,858
	1912	253	$1,099,283,481	$98,896,346	$56,645,231	$7,389,291	$1,262,214,349	$1,123,065,109	$105,915,709	$32,533,531	$25,244,240
	1907	263	$970,924,964	$129,874,562	$32,500,080	$8,965,594	$1,142,265,200	$1,026,261,945	$91,716,445	$24,286,810	$15,321,216
Per cent of increase [5]—											
1907–1917	.....	.....	24.5	−29.4	115.2	34.1	21.0	17.2	56.1	51.7	62.1
1912–1917	.....	.....	9.9	−9.3	23.5	62.7	9.5	7.0	35.2	12.9	−1.6
1907–1912	.....	.....	13.2	−23.9	74.3	−17.6	10.5	9.5	15.5	34.4	64.8
West North Central	1917	88	$370,292,600	$17,234,502	$21,943,360	$711,835	$410,182,297	$359,862,510	$38,361,393	$11,958,394	$11,246,559
	1912	90	$336,808,451	$13,518,452	$14,077,887	$390,597	$364,795,387	$314,339,675	$40,228,343	$10,227,369	$9,836,772
	1907	77	$280,458,765	$5,804,107	$6,459,986	$273,787	$292,996,645	$256,776,596	$29,812,516	$6,407,533	$6,133,746
Per cent of increase [5]—											
1907–1917	.....	.....	32.0	196.9	239.7	160.0	40.0	40.1	28.7	86.6	83.4
1912–1917	.....	.....	9.9	27.5	55.9	82.2	12.4	14.5	−4.6	16.9	14.3
1907–1912	.....	.....	20.1	132.9	117.9	42.7	24.5	22.4	34.9	59.6	60.4
South Atlantic	1917	109	$438,223,328	$55,835,721	$34,067,434	$2,804,744	$530,931,227	$471,071,312	$44,084,059	$15,775,856	$12,971,112
	1912	123	$375,467,897	$40,417,302	$21,574,545	$1,673,443	$449,133,187	$402,016,673	$34,901,604	$12,214,910	$10,541,467
	1907	110	$242,357,969	$32,955,988	$12,718,757	$1,273,932	$289,306,646	$260,023,079	$21,600,176	$7,683,391	$6,409,459
Per cent of increase [5]—											
1907–1917	.....	.....	80.8	69.4	167.8	120.2	83.5	81.2	104.1	105.3	102.4
1912–1917	.....	.....	16.7	38.1	7.9	67.6	18.2	17.2	26.3	29.2	23.0
1907–1912	.....	.....	54.9	22.6	148.3	31.4	55.2	54.6	61.6	59.0	64.5
East South Central	1917	50	$146,761,742	$9,069,069	$8,428,715	$1,004,340	$165,263,866	$150,479,635	$11,748,946	$3,035,285	$2,030,945
	1912	46	$124,119,747	$10,299,276	$7,834,970	$397,074	$142,651,067	$128,466,144	$10,394,792	$3,790,131	$3,393,057
	1907	40	$107,392,029	$4,623,624	$3,625,222	$250,590	$115,891,465	$104,223,447	$9,383,814	$2,284,204	$2,033,614
Per cent of increase [5]—											
1907–1917	.....	.....	36.7	96.1	132.5	300.8	42.6	44.4	25.2	32.9	−0.1
1912–1917	.....	.....	18.2	−11.8	7.6	152.9	15.9	17.1	13.0	−19.9	40.2
1907–1912	.....	.....	15.6	122.8	116.1	58.5	23.1	23.3	10.8	65.9	66.8
West South Central	1917	70	$168,519,694	$15,984,755	$10,705,085	$662,346	$195,871,880	$176,989,735	$13,975,148	$4,906,997	$4,244,651
	1912	83	$136,295,611	$24,184,728	$12,792,829	$855,978	$174,129,146	$152,233,874	$17,099,641	$4,795,631	$3,939,653
	1907	51	$95,693,842	$30,838,166	$5,738,862	$290,224	$132,561,094	$115,030,200	$12,978,346	$4,552,548	$4,262,324
Per cent of increase [5]—											
1907–1917	.....	.....	76.1	−48.2	86.5	128.2	47.8	53.9	7.7	7.8	−0.4
1912–1917	.....	.....	23.6	−33.9	−16.3	−22.6	12.5	16.3	−18.3	2.3	7.7
1907–1912	.....	.....	42.4	−21.6	122.9	194.9	31.4	32.3	31.8	5.3	−7.6
Mountain	1917	40	$93,171,541	$20,934,427	$8,351,140	$1,870,456	$124,327,564	$109,088,531	$10,893,213	$4,345,820	$2,475,364
	1912	42	$90,534,736	$18,588,315	$4,935,757	$633,601	$114,692,409	$94,219,186	$14,407,043	$6,066,180	$5,432,579
	1907	29	$50,578,599	$14,524,397	$3,168,522	$250,029	$68,521,547	$60,132,051	$5,341,792	$2,047,704	$2,797,675
Per cent of increase [5]—											
1907–1917	.....	.....	84.2	44.1	163.6	648.1	81.4	81.4	103.9	42.6	−11.5
1912–1917	.....	.....	2.9	12.6	69.2	195.2	8.4	15.8	−24.4	−28.4	−54.4
1907–1912	.....	.....	79.0	28.0	55.8	153.4	67.4	56.7	169.7	99.0	94.2
Pacific	1917	66	$574,968,058	$78,522,719	$67,274,519	$22,747,595	$743,512,891	$655,974,673	$30,076,981	$7,461,237	*$15,886,358*
	1912	68	$607,652,478	$44,502,921	$69,389,769	$4,258,925	$725,804,093	$645,963,130	$72,067,159	$7,773,804	$3,514,879
	1907	65	$338,042,006	$38,027,298	$34,829,041	32,679,724	$413,578,069	$347,443,800	$57,178,873	$8,955,396	$6,275,672
Per cent of increase [5]—											
1907–1917	.....	.....	70.1	106.5	93.2	748.9	79.8	88.8	40.0	−16.7	.....
1912–1917	.....	.....	−5.4	76.4	−3.0	434.1	2.4	1.5	11.1	−4.0	.....
1907–1912	.....	.....	79.8	17.0	99.2	58.9	75.5	85.9	26.0	−12.2	−44.0

[1] Includes real estate mortgages ($7,197,895) in 1917; not included in 1912 and 1907.
[2] Italic figures denote net deficit.
[3] Exclusive of 6 companies which failed to furnish this information.
[4] See text (p. 93).
[5] A minus sign (−) denotes decrease.

CHAPTER VIII.—EMPLOYEES, SALARIES, AND WAGES.

Character of the statistics.—The schedule called for the number of salaried employees and wage earners employed on September 29 of the census year 1917, or if data were not available for that day, the number for the nearest representative or normal day. The schedule employed at the census of 1912 called in like manner for data as of date September 16. At the censuses of 1907 and 1902 the average number employed during the year was reported, but many companies contended that it was impracticable to compute such an average, and a date in September was therefore adopted as a normal date, considering all localities and roads. Separate totals were requested for three classes of salaried employees: (1) Salaried officers of corporations; (2) managers and superintendents; and (3) clerks, stenographers, and other salaried employees. Separate totals were also required for three classes of wage earners: (1) Conductors; (2) motormen; and (3) all other employees. In 1907 and also in 1902 wage earners were grouped by occupation into a number of classes, but, except for conductors and motormen, the grouping was unsatisfactory, as one employee frequently acts in more than one capacity, especially in the case of the small and medium-sized companies.

The first group of salaried employees includes the president, vice presidents, secretary and assistant secretaries, treasurer and assistant treasurers, general auditor and assistant general auditors, auditor and assistant auditors, counsel, and similar officials. The second group includes general managers, assistant general managers, and managers, general superintendents, assistant general superintendents, and superintendents of various departments, and similar employees. The third group includes civil engineers, electrical and mechanical engineers, purchasing agents, cashiers, claim agents, dispatchers, starters, inspectors, master mechanics, and similar employees, as well as clerks and stenographers. Overseers and foremen performing work similar to the men over whom they have charge are classed as wage earners, and those whose duties are wholly supervisory are classed as salaried employees.

Table 128 is a comparative summary of employees, salaries, and wages for the year, by classes of occupation, for 1917, 1912, and 1907.

Table 128

CLASS.	EMPLOYEES, BY CLASSES OF OCCUPATION.					
	1917	1912	1907	Per cent of increase.[1]		
				1907-1917	1912-1917	1907-1912
Number of companies	943	975	[2] 939	.....	.....	.....
Persons employed:						
Number	294,826	282,461	221,429	33.1	4.4	27.6
Salaries and wages	$267,240,362	$200,890,939	$150,991,099	77.0	33.0	33.0
Salaried employees—						
Number	27,151	23,271	11,700	132.1	16.7	98.9
Salaries	$33,909,674	$26,128,786	$12,909,466	162.7	29.8	102.4
Salaried officers of corporation—						
Number	1,883	1,927	1,518	24.0	−2.3	26.9
Salaries	$6,786,469	$5,706,553	$3,852,252	76.2	18.9	48.2
Managers and superintendents—						
Number	2,889	2,882	2,094	38.0	0.2	37.6
Salaries	$6,205,507	$5,376,526	$3,580,367	73.3	15.4	50.2
Clerks, stenographers, and other salaried employees—						
Number	22,379	18,462	8,088	176.7	21.2	128.3
Salaries	$20,917,698	$15,043,707	$5,476,847	281.9	39.0	174.7
Wage earners—						
Number [3]	267,675	259,190	209,729	27.6	3.3	23.6
Wages	$233,330,688	$174,762,153	$138,081,633	69.0	33.5	26.6
Conductors and motormen—						
Number	136,184	131,321	115,518	17.9	3.7	13.7
Wages	$127,222,144	$95,451,625	$75,705,054	68.0	33.3	26.1
Conductors—						
Number	68,352	65,726	60,032	13.9	4.0	9.5
Wages	$62,992,587	$47,101,768	$38,234,158	64.8	33.7	23.2
Motormen—						
Number	67,832	65,595	55,486	22.3	3.4	18.2
Wages	$64,229,557	$48,349,857	$37,470,896	71.4	32.8	29.0
All other employees—						
Number	131,491	127,869	94,211	39.6	2.8	35.7
Wages	$106,108,544	$79,310,528	$62,376,579	70.1	33.8	27.1

[1] A minus sign (−) denotes decrease.
[2] Exclusive of 6 companies which failed to furnish this information.
[3] For 1917 as of date Sept. 29; for 1912, Sept. 16; for 1907, average number for the year.

The employees are those engaged in the operation and maintenance of the electric railways, including those employed in making ordinary repairs and replacements and those employed in connection with auxiliary operations not separable from the railways. The 267,675 wage earners in 1917 is an increase of 3.3 per cent as compared with 1912, but the amount paid in wages, $233,330,688, is an increase of 33.5 per cent. Expressed in terms of average unit wage, the conductors and motormen received an annual wage of

$934 in 1917, as compared with $727 in 1912, and all other classes of wage earners an average of $807 in 1917 and $620 in 1912. Although variations in classification at different censuses may affect some of the groupings, yet conductors and motormen form a clearly defined class. The per cent distribution of salaries and wages is given in Table 129 for the three census years.

Table 130 gives the comparative statistics for employees, salaries, and wages, by geographic divisions, for 1917, 1912, and 1907, and Table 131 the percentages of increase for the major groups.

Table 129	Per cent distribution of salaries and wages.		
	1917	1912	1907
Total salaries and wages	100.0	100.0	100.0
Salaries	12.7	13.0	8.5
Officers of corporation	2.6	2.8	2.5
Managers and superintendents	2.3	2.7	2.4
Clerks, stenographers, and other salaried employees	7.8	7.5	3.6
Wages	87.3	87.0	91.5
Conductors and motormen	47.6	47.5	50.1
Conductors	23.6	23.4	25.3
Motormen	24.0	24.1	24.8
All other employees	39.7	39.5	41.4

EMPLOYEES, SALARIES, AND WAGES OF OPERATING COMPANIES, BY CLASSES OF OCCUPATION, BY GEOGRAPHIC DIVISIONS: 1917, 1912, AND 1907.

Table 130	Census year.	United States.	Geographic divisions.								
			New England.	Middle Atlantic.	East North Central.	West North Central.	South Atlantic.	East South Central.	West South Central.	Mountain.	Pacific.
Number of companies	1917	943	86	241	223	83	94	49	68	39	60
	1912	975	91	246	222	85	107	45	79	40	60
	1907	[1] 939	118	247	220	73	100	40	50	28	63
Persons employed—Number	1917	294,826	32,606	97,452	69,742	24,048	22,872	8,576	9,771	4,868	24,891
	1912	282,461	34,224	93,811	66,721	20,930	19,958	9,375	8,393	4,498	24,551
	1907	221,429	28,146	79,457	51,028	14,892	15,044	6,935	6,118	3,001	16,808
Salaries and wages	1917	$267,240,862	$31,600,948	$87,460,013	$65,252,535	$21,028,682	$17,600,864	$6,509,520	$7,805,552	$4,496,608	$25,485,640
	1912	$200,890,939	$23,285,975	$66,387,065	$47,607,646	$15,986,008	$12,501,028	$5,824,724	$5,717,503	$3,997,836	$19,583,154
	1907	$150,991,099	$19,373,192	$52,420,842	$34,902,979	$10,856,438	$9,152,807	$4,116,560	$3,794,223	$2,610,550	$13,763,508
Salaried employees: Number	1917	27,151	2,619	7,824	5,744	2,355	2,542	1,093	1,256	536	3,182
	1912	23,271	1,911	6,895	5,414	1,659	2,158	780	810	494	3,070
	1907	11,700	1,550	3,304	2,730	745	1,002	386	336	288	1,359
Salaries	1917	$33,909,674	$3,380,660	$10,033,012	$6,918,497	2,904,538	$3,142,141	$1,073,624	$1,568,993	$641,075	$4,247,134
	1912	$26,128,786	$2,329,050	$8,071,703	$5,774,907	$1,925,201	$2,231,507	$953,189	$901,842	$614,107	$3,327,280
	1907	$12,909,466	$1,515,565	$3,418,274	$3,076,248	$1,012,565	$1,192,053	$460,596	$390,150	$367,524	$1,476,491
Salaried officers of corporation—Number	1917	1,883	169	489	450	155	237	84	104	60	135
	1912	1,927	144	511	576	138	209	102	72	51	124
	1907	1,518	227	400	388	93	168	74	47	40	81
Salaries	1917	$6,786,469	$603,405	$1,931,154	$1,537,876	$563,081	$799,257	$216,178	$317,530	$103,135	$714,853
	1912	$5,708,553	$457,562	$1,656,386	$1,466,386	$487,538	$555,166	$298,183	$162,055	$129,304	$495,973
	1907	$3,852,252	$451,852	$947,830	$1,076,332	$368,134	$377,451	$161,045	$109,857	$97,355	$262,396
Managers and superintendents—Number	1917	2,889	280	661	704	234	355	148	172	96	239
	1912	2,882	262	726	836	214	328	111	149	66	190
	1907	2,094	259	552	555	139	199	79	82	54	175
Salaries	1917	$6,205,507	$615,984	$1,527,665	$1,512,907	$504,951	$655,517	$282,189	$317,672	$214,930	$573,692
	1912	$5,376,526	$511,810	$1,509,255	$1,394,639	$400,933	$549,847	$191,850	$233,020	$147,829	$437,343
	1907	$3,580,367	$393,923	$913,932	$874,756	$258,429	$355,557	$131,752	$148,995	$114,264	$388,759
Clerks, stenographers, and other salaried employees—Number	1917	22,379	2,170	6,674	4,590	1,966	1,950	861	980	380	2,808
	1912	18,462	1,585	5,658	4,002	1,307	1,621	567	589	377	2,756
	1907	8,088	1,064	2,352	1,787	513	635	233	207	194	1,103
Salaries	1917	$20,917,698	$2,161,271	$6,574,193	$3,867,714	$1,836,506	$1,687,367	$575,257	$933,791	$323,010	$2,958,589
	1912	$15,043,707	$1,359,678	$4,906,062	$2,913,882	$1,036,730	$1,126,494	$463,156	$506,767	$336,974	$2,393,964
	1907	$5,476,847	$669,790	$1,556,512	$1,125,160	$386,002	$459,045	$167,799	$131,298	$155,905	$825,336
Wage earners: Number [2]	1917	267,675	29,987	89,628	63,998	21,693	20,330	7,483	8,515	4,332	21,709
	1912	259,190	32,233	86,916	61,307	19,271	17,800	8,595	7,583	4,004	21,481
	1907	209,729	26,596	76,153	48,298	14,147	14,042	6,549	5,782	2,713	15,449
Wages	1917	$233,330,688	$28,220,288	$77,427,001	$58,334,038	$18,124,144	$14,458,723	$5,435,896	$6,236,559	$3,855,533	$21,238,506
	1912	$174,762,153	$20,956,925	$58,315,362	$41,832,739	$14,060,807	$10,269,521	$4,871,535	$4,815,661	$3,383,729	$16,255,874
	1907	$138,081,633	$17,867,627	$49,002,568	$31,826,731	$9,843,873	$7,960,754	$3,655,964	$3,404,073	$2,243,026	$12,297,017
Conductors and motormen—Number	1917	136,184	16,477	41,637	32,485	11,605	10,853	4,270	5,073	2,098	11,686
	1912	131,321	16,670	41,794	30,366	10,742	9,587	4,353	4,479	2,017	11,313
	1907	115,518	14,727	41,337	26,071	8,354	7,902	3,847	3,600	1,630	8,050
Wages	1917	$127,222,144	$15,678,067	$38,451,599	$33,121,039	$10,481,163	$8,087,729	$3,357,033	$4,087,348	$2,096,683	$11,861,483
	1912	$95,451,625	$10,819,328	$30,628,007	$23,486,192	$7,806,487	$5,938,195	$2,613,888	$3,043,211	$1,777,500	$9,338,817
	1907	$75,705,054	$9,754,035	$25,970,806	$17,709,200	$5,877,685	$4,439,698	$2,130,542	$2,048,591	$1,307,431	$6,467,066
Conductors—Number	1917	68,352	8,231	21,233	16,197	5,755	5,531	2,129	2,441	1,058	5,777
	1912	65,726	8,219	21,135	15,151	5,358	4,779	2,152	2,176	1,014	5,742
	1907	60,032	7,447	22,439	13,563	4,150	3,906	1,902	1,772	817	4,036
Wages	1917	$62,992,587	$7,715,617	$19,135,688	$16,426,411	$5,112,388	$4,076,482	$1,665,393	$1,951,477	$1,046,376	$5,862,755
	1912	$47,101,768	$5,297,309	$15,088,922	$11,573,262	$3,815,365	$2,973,094	$1,285,141	$1,471,483	$889,829	$4,707,353
	1907	$38,234,158	$4,858,874	$13,353,043	$9,008,366	$2,894,309	$2,187,020	$1,047,481	$997,002	$653,163	$3,234,900

[1] Exclusive of 6 companies which failed to furnish this information.

[2] For 1917 as of date Sept. 29; for 1912, Sept. 16; and for 1907, average number.

Table 130—Continued.	Census year.	United States.	New England.	Middle Atlantic.	East North Central.	West North Central.	South Atlantic.	East South Central.	West South Central.	Mountain.	Pacific.
			GEOGRAPHIC DIVISIONS.								
Wage earners—Continued.											
Conductors and motormen—Contd.											
Motormen—											
Number	1917	67,832	8,246	20,404	16,288	5,850	5,322	2,141	2,632	1,040	5,909
	1912	65,595	8,451	20,609	15,215	5,384	4,808	2,201	2,303	1,003	5,571
	1907	55,486	7,280	18,898	12,508	4,204	3,996	1,945	1,828	813	4,014
Wages	1917	$64,229,557	$7,962,450	$19,315,911	$16,694,628	$5,368,775	$4,011,247	$1,691,640	$2,135,871	$1,050,307	$5,998,726
	1912	$48,349,857	$5,522,019	$15,539,065	$11,912,920	$3,991,122	$2,965,101	$1,326,747	$1,571,728	$887,671	$4,631,454
	1907	$37,470,896	$4,895,161	$12,617,763	$8,700,834	$2,983,376	$2,252,678	$1,083,061	$1,051,589	$654,268	$3,232,166
All other employees—											
Number	1917	131,491	13,510	47,991	31,513	10,088	9,477	3,213	3,442	2,234	10,028
	1912	127,869	15,563	45,122	30,941	8,529	8,213	4,242	3,104	1,987	10,168
	1907	94,211	11,869	34,816	22,227	5,793	6,140	2,702	2,182	1,083	7,399
Wages	1917	$106,108,544	$12,542,221	$38,975,402	$25,212,999	$7,642,981	$6,370,994	$2,078,863	$2,149,211	$1,758,850	$9,377,028
	1912	$79,310,528	$10,137,597	$27,657,355	$18,346,547	$6,254,320	$4,331,326	$2,257,647	$1,772,450	$1,606,229	$6,917,057
	1907	$62,376,579	$8,103,592	$26,031,762	$14,117,531	$3,956,188	$3,521,056	$1,526,422	$1,355,482	$938,595	$5,819,981

Table 131	EMPLOYEES, SALARIES, AND WAGES OF OPERATING COMPANIES—PER CENT OF INCREASE[1] (BASED ON TABLE 130).							
DIVISION.	Persons employed.		Salaried employees.		Wage earners.			
					Conductors and motormen.		All other employees.	
	Number.	Salaries and wages.	Number.	Salaries.	Number.	Wages.	Number.	Wages.
United States:								
1907-1917	33.1	77.0	132.1	162.7	17.9	68.0	39.6	70.1
1912-1917	4.4	33.0	16.7	29.8	3.7	33.3	2.8	33.8
1907-1912	27.6	33.0	98.9	102.4	13.7	26.1	35.7	27.1
New England:								
1907-1917	15.8	63.1	69.0	123.1	11.9	60.7	13.8	54.8
1912-1917	—4.7	35.7	31.5	45.2	—1.2	44.9	—12.2	23.7
1907-1912	21.6	20.2	28.5	53.7	13.2	10.9	31.1	25.1
Middle Atlantic:								
1907-1917	22.6	66.8	136.8	193.5	0.7	48.1	37.8	69.2
1912-1917	3.9	31.7	13.5	24.3	—0.4	25.5	6.4	40.8
1907-1912	18.1	26.6	108.7	136.1	1.1	13.0	29.6	20.2
East North Central:								
1907-1917	36.7	87.0	110.4	124.9	24.6	87.0	41.8	78.6
1912-1917	4.5	37.1	6.1	19.8	7.0	41.0	1.8	37.4
1907-1912	30.8	36.4	98.3	87.7	16.5	32.6	39.2	30.0
West North Central:								
1907-1917	61.5	93.7	216.1	186.8	38.9	78.3	74.1	92.7
1912-1917	14.9	31.5	42.0	30.9	8.0	34.3	18.3	22.2
1907-1912	40.5	47.2	122.7	90.1	28.6	32.8	47.2	57.7
South Atlantic:								
1907-1917	52.0	92.3	158.7	163.6	37.3	82.2	54.3	80.9
1912-1917	14.6	40.8	17.8	40.8	13.2	36.2	15.4	47.1
1907-1912	32.7	36.6	115.4	87.2	21.3	33.8	33.8	23.0
East South Central:								
1907-1917	23.7	58.1	183.2	133.1	11.0	57.6	18.9	36.3
1912-1917	—8.5	11.8	40.1	12.6	—1.9	28.4	—24.3	—7.9
1907-1912	35.2	41.5	102.1	106.9	13.2	22.7	57.0	48.0
West South Central:								
1907-1917	59.7	105.7	273.8	302.2	40.9	99.5	57.7	58.6
1912-1917	16.4	36.5	55.1	74.0	13.3	34.3	10.9	21.3
1907-1912	37.2	30.7	141.1	131.2	24.4	48.6	42.3	30.8
Mountain:								
1907-1917	62.2	72.2	86.1	74.4	28.7	60.4	106.3	88.0
1912, 1917	8.2	12.5	8.5	4.4	4.0	18.0	12.4	9.5
1907-1912	49.9	53.1	71.5	67.1	23.7	36.0	83.5	71.7
Pacific:								
1907-1917	48.1	85.2	134.1	187.7	45.2	83.4	35.5	61.1
1912-1917	1.4	30.1	3.6	27.6	3.3	27.0	—1.4	35.6
1907-1912	46.1	42.3	126.9	125.4	40.5	44.4	37.4	18.9

[1] A minus sign (—) denotes decrease.

The number of employees is in a general way a measure of the magnitude of operations, and Table 132 shows the average number of employees per company for the several geographic divisions for the three censuses. Every division except the East South Central shows an increase in the average number of employees per company since 1912.

Table 132	AVERAGE NUMBER OF EMPLOYEES PER COMPANY.		
DIVISION.	1917	1912	1907
United States	313	290	236
New England	379	376	239
Middle Atlantic	404	381	322
East North Central	313	301	282
West North Central	290	246	204
South Atlantic	242	187	150
East South Central	175	208	173
West South Central	144	106	122
Mountain	125	112	107
Pacific	415	409	267

The detailed statistics, by divisions and states and for Hawaii and Porto Rico, for 1917 are given in Table 162 (p. 166).

Employee and wage statistics, by classified groups of operating companies.—Table 133 presents employee, wage, and ratio statistics for the several classified groups of companies.

For all operating companies considered as a unit there was a decrease in the number of salaried employees and wage earners in 1917 as compared with 1912 for the following units of measurement: Miles of track, car miles, and revenue passengers, except in the case of salaried employees for the miles-of-track and car-mile units, where there were slight increases. The number of salaried officials and clerks necessary for the maintenance of company organization and the conduct of business does not increase proportionately with the volume of business, for the companies of class A, handling approximately 3,600,000 revenue passengers per 10 miles of track, averaged 7.2 salaried employees for that trackage unit, while companies of class B, with an average of 4.8 salaried employees per unit, handled but 1,211,000 revenue passengers, and companies of class C, with 4.1 salaried employees, handled but 832,500 revenue passengers per trackage unit.

EMPLOYEE AND WAGE STATISTICS OF OPERATING COMPANIES, BY CLASSIFIED GROUPS: 1917, 1912, AND 1907.

Table 133	Census year.	All companies.	Companies classified according to income from railway operations. Class A—Over $1,000,000.	Class B—Over $250,000 to $1,000,000.	Class C—$250,000 and less.	Companies without commercial lighting.	Companies with commercial lighting.	Elevated and subway group.	Surface (all other).
Number of companies	1917	943	114	179	650	758	159	7	936
	1912	975	91	155	729	780	168	7	968
	1907	[1] 939	76	130	733	709	175	6	933
Miles of track	1917	44,835.37	26,064.85	10,258.75	8,511.77	33,833.41	10,883.17	666.11	44,169.26
	1912	41,064.82	21,305.99	9,652.09	10,106.74	31,883.35	8,825.14	517.81	40,547.01
	1907	[1] 34,088.56	15,402.09	8,341.81	10,344.66	26,404.75	6,883.65	420.40	33,668.16
Revenue car miles	1917	2,139,801,530	1,664,219,315	293,585,741	181,996,474	1,768,654,456	370,599,376	247,199,281	1,892,602,249
	1912	1,921,620,074	1,433,600,031	281,591,761	206,428,282	1,646,536,325	271,258,161	219,467,272	1,702,152,802
	1907	[1] 1,610,290,340	1,131,741,588	259,873,472	218,675,280	1,381,402,281	223,608,250	143,634,475	1,466,655,865
Revenue passengers	1917	11,304,660,462	9,353,110,509	1,242,961,523	708,588,430	9,630,773,816	1,672,205,952	1,262,508,845	10,042,151,617
	1912	9,545,554,667	7,635,471,119	1,148,582,234	761,501,314	8,341,549,514	1,190,829,824	991,062,330	8,554,492,337
	1907	[1] 7,422,266,331	5,622,329,267	1,022,955,987	776,981,077	6,497,189,567	912,807,187	635,653,072	6,786,613,259
Salaried employees:									
Number	1917	27,151	18,738	4,908	3,505	18,860	8,249	1,937	25,214
	1912	23,271	14,926	4,311	4,034	17,380	5,755	907	22,364
	1907	11,700	6,641	2,155	2,904	8,941	2,619	362	11,338
Per 10 miles of track	1917	6.06	7.19	4.78	4.12	5.57	7.57	28.91	5.71
	1912	5.67	7.01	4.47	3.99	5.45	6.52	17.52	5.52
	1907	3.43	4.31	2.58	2.81	3.39	3.80	8.61	3.37
Per 1,000,000 car miles	1917	12.69	11.26	16.69	19.26	10.66	22.25	7.84	13.32
	1912	12.11	10.41	15.31	19.54	10.56	21.24	4.13	13.14
	1907	7.27	5.87	8.29	13.28	6.47	11.71	2.52	7.73
Per 1,000,000 revenue passengers	1917	2.40	2.00	3.95	4.94	1.96	4.93	1.53	2.51
	1912	2.44	1.95	3.76	5.30	2.08	4.84	0.92	2.61
	1907	1.58	1.18	2.11	3.74	1.38	2.87	0.57	1.67
Salaries	1917	$33,909,674	$24,213,156	$6,019,274	$3,677,244	$24,119,177	$9,766,283	$2,647,901	$31,261,773
	1912	$26,128,786	$17,911,322	$4,527,872	$3,689,592	$20,068,510	$5,980,176	$1,397,898	$24,730,888
	1907	$12,909,466	$7,802,168	$2,461,344	$2,645,954	$10,063,426	$2,789,382	$569,317	$12,340,149
Ratio of salaries to operating expenses (per cent).	1917	7.5	7.1	8.6	8.7	6.9	9.4	8.4	7.4
	1912	7.8	7.5	8.5	9.2	7.3	10.2	5.9	8.0
	1907	5.1	4.5	6.0	7.2	4.8	6.7	3.8	5.2
Ratio of salaries to operating revenues (per cent).	1917	4.8	4.4	5.7	6.3	4.4	6.0	3.9	4.9
	1912	4.6	4.2	5.2	6.3	4.3	5.7	2.7	4.8
	1907	3.1	2.6	3.7	4.9	2.9	4.0	1.7	3.2
Wage earners:									
Number	1917	267,675	205,992	39,086	22,597	213,586	53,957	26,835	240,840
	1912	259,190	190,200	40,233	28,757	215,858	42,617	19,098	240,092
	1907	209,729	150,321	31,510	27,898	175,385	33,187	12,501	197,228
Per 10 miles of track	1917	60	79	38	27	63	50	401	55
	1912	63	89	42	28	68	48	369	59
	1907	62	98	38	27	66	48	297	59
Per 1,000,000 car miles	1917	125	124	133	124	121	146	109	127
	1912	135	133	143	139	131	157	87	141
	1907	130	133	121	128	127	148	87	134
Per 1,000,000 revenue passengers.	1917	24	22	31	32	22	32	21	24
	1912	27	25	35	38	26	36	19	28
	1907	28	27	31	36	27	36	20	29
Wages	1917	$233,330,688	$185,676,626	$30,972,188	$16,681,874	$189,999,810	$43,380,483	$22,092,946	$211,237,742
	1912	$174,762,153	$131,765,049	$26,087,790	$16,909,314	$147,543,971	$26,947,564	$13,866,813	$160,895,340
	1907	$138,081,633	$101,436,272	$20,467,959	$16,177,402	$117,178,850	$20,526,304	$8,588,493	$129,493,140
Ratio of wages to operating expenses (per cent).	1917	51.5	54.6	44.0	39.5	54.5	41.7	69.7	50.2
	1912	52.5	55.0	49.0	42.4	53.9	46.0	58.7	52.0
	1907	55.0	58.5	49.5	44.2	56.1	49.4	56.8	54.8
Ratio of wages to operating revenues (per cent).	1917	32.9	34.0	29.3	28.7	34.8	26.5	32.2	32.9
	1912	30.8	31.2	30.2	28.9	31.9	25.8	26.5	31.2
	1907	33.0	34.2	30.6	29.8	33.7	29.8	25.4	33.7
Conductors and motormen—									
Number	1917	136,184	105,458	19,052	11,674	110,632	25,467	[2] 5,003	131,181
	1912	131,321	97,739	19,307	14,275	110,582	20,360	[2] 3,831	127,490
	1907	115,518	83,907	16,741	14,870	98,505	16,435	[2] 4,582	110,936
Per 10 miles of track	1917	30	40	19	14	33	23	125	30
	1912	32	46	20	14	35	23	126	31
	1907	34	54	20	14	37	24	109	33
Per 1,000,000 car miles	1917	64	63	65	64	63	68	34	69
	1912	68	68	69	69	67	75	30	75
	1907	72	74	64	68	71	73	32	76
Per 1,000,000 revenue passengers.	1917	12	11	15	16	11	15	7	13
	1912	14	13	17	19	13	17	7	15
	1907	16	15	16	19	15	18	7	16
Wages	1917	$127,222,144	$101,777,358	$16,409,403	$9,035,283	$105,304,929	$21,872,528	$5,193,579	$122,028,565
	1912	$95,451,625	$72,979,444	$13,391,743	$9,080,438	$81,975,657	$13,308,953	$3,473,008	$91,978,617
	1907	$75,705,054	$56,032,821	$11,029,078	$8,643,155	$65,499,612	$10,032,756	$3,172,746	$72,532,308
Ratio of wages to operating expenses (per cent).	1917	28.1	29.9	23.3	21.4	30.2	21.0	16.4	29.0
	1912	28.7	30.4	25.1	22.8	30.0	22.7	14.7	29.7
	1907	30.1	32.3	26.7	23.6	31.4	24.1	21.0	30.7
Ratio of wages to operating revenues (per cent).	1917	17.9	18.6	15.5	15.5	19.2	13.3	7.6	19.0
	1912	16.8	17.3	15.5	15.5	17.7	12.7	6.6	17.9
	1907	18.1	18.9	16.5	15.9	18.8	14.5	9.4	18.9

[1] Exclusive of 6 companies which failed to furnish information in regard to employees, salaries, and wages.
[2] Exclusive of 3,350 guards on New York subway and elevated trains in 1917 and 2,676 in 1912 who are included under "all other employees." For comparative purposes these guards are included with conductors and motormen in computing the ratios.
[3] Includes guards on New York subway trains.

EMPLOYEE AND WAGE STATISTICS OF OPERATING COMPANIES, BY CLASSIFIED GROUPS: 1917, 1912, AND 1907—Continued.

Table 133—Continued.	Census year.	All companies.	Companies classified according to income from railway operations. Class A—Over $1,000,000.	Class B—Over $250,000 to $1,000,000.	Class C—$250,000 and less.	Companies without commercial lighting.	Companies with commercial lighting.	Elevated and subway group.	Surface (all other).
Wage earners—Continued.									
All other employees—									
Number	1917	131,491	100,534	20,034	10,923	102,954	28,490	21,832	109,659
	1912	127,869	92,461	20,226	14,482	105,276	22,257	15,267	112,602
	1907	94,211	66,414	14,769	13,028	76,880	16,752	7,919	86,292
Per 10 miles of track	1917	29	39	20	13	30	26	328	25
	1912	31	43	22	14	33	25	243	28
	1907	28	43	18	13	29	24	188	26
Per 1,000,000 car miles	1917	61	60	68	60	58	77	88	58
	1912	67	64	74	70	64	82	57	66
	1907	59	59	57	60	56	75	55	59
Per 1,000,000 revenue passengers.	1917	12	11	16	15	11	17	17	11
	1912	13	12	18	19	13	19	13	13
	1907	13	12	14	17	12	18	12	13
Wages	1917	$106,108,544	$83,899,268	$14,562,785	$7,646,491	$84,564,881	$21,507,955	$16,899,367	$89,209,177
	1912	$79,310,528	$58,785,605	$12,696,047	$7,828,876	$65,568,314	$13,638,611	$10,393,805	$68,916,723
	1907	$62,376,579	$45,403,451	$9,438,881	$7,534,247	$51,679,238	$10,493,548	$5,415,747	$56,960,832
Ratio of wages to operating expenses (per cent).	1917	23.4	24.7	20.7	18.1	24.3	20.7	53.4	21.2
	1912	23.8	24.5	23.8	19.6	24.0	23.3	44.0	22.4
	1907	24.8	26.2	22.8	20.6	24.7	25.2	35.8	24.1
Ratio of wages to operating revenues (per cent).	1917	14.9	15.4	13.8	13.1	15.5	13.2	24.7	13.9
	1912	14.0	13.9	14.7	13.4	14.2	12.0	19.9	13.4
	1907	14.9	15.3	14.1	13.9	14.8	15.2	16.0	14.8

Wage earners are more closely related to volume of traffic than are salaried employees, but here also the larger companies handle more passengers per wage earner than the smaller companies, for the companies of class A handled approximately 45,400 revenue passengers per wage earner in 1917 and 40,100 in 1912, as compared with 31,800 and 28,500 for the respective years for class B companies and 31,400 and 26,500, respectively, for class C companies.

Relation of salaries and wages to operating expenses and operating revenues.—Table 134 assembles the ratios of salaries and wages to operating expenses for the several classes of companies.

Table 134	Ratio of salaries and wages to operating expenses (per cent).								
Classification group.	Total.			Salaries.			Wages.		
	1917	1912	1907	1917	1912	1907	1917	1912	1907
All companies	59.0	60.3	60.1	7.5	7.8	5.1	51.5	52.5	55.0
Companies classified according to income from railway operations:									
Class A—Over $1,000,000	61.7	62.5	63.0	7.1	7.5	4.5	54.6	55.0	58.5
Class B—Over $250,000 to $1,000,000	52.6	57.5	55.5	8.6	8.5	6.0	44.0	49.0	49.5
Class C—$250,000 and less	48.2	51.6	51.4	8.7	9.2	7.2	39.5	42.4	44.2
Companies without and with commercial lighting:									
Class X—Without commercial lighting	61.4	61.2	60.9	6.9	7.3	4.8	54.5	53.9	56.1
Class Y—With commercial lighting	51.1	56.2	56.1	9.4	10.2	6.7	41.7	46.0	49.4
Companies classified as:									
Elevated and subway	78.1	64.6	60.6	8.4	5.9	3.8	69.7	58.7	56.8
Surface	57.6	60.0	60.0	7.4	8.0	5.2	50.2	52.0	54.8

The ratios for salaries and wages are highest for the larger groups, whereas with respect to operating ratios the reverse is the case. When salaries and wages are considered separately, it will be seen that the ratio of salaries to operating expenses is highest for the smaller groups and the ratio for wages highest for the larger groups.

The ratio of wages to operating expenses is lower for companies of class Y than for those of class X, while the salary ratio is lowest for companies of class X.

Table 135 shows the ratios of salaries and wages combined to operating expenses for the three censuses, by states, ranked according to ratios in 1917.

Table 135

STATE.	RATIO OF SALARIES AND WAGES COMBINED TO OPERATING EXPENSES (PER CENT).[1]			STATE.	RATIO OF SALARIES AND WAGES COMBINED TO OPERATING EXPENSES (PER CENT).[1]		
	1917	1912	1907		1917	1912	1907
United States	59.0	60.3	60.1	North Carolina	*54.8*	*54.7*	*47.4*
				Texas	*54.6*	*50.2*	*50.0*
Oregon	70.2	68.0	65.2	Connecticut	*54.3*	63.0	65.2
Wisconsin	67.7	63.1	61.2	Maine	*53.4*	65.0	*58.7*
Washington	67.5	*52.2*	65.5	West Virginia	*53.2*	62.4	*54.5*
Minnesota	66.5	64.3	*58.7*	Iowa	*52.6*	62.6	*55.3*
New York	65.3	60.7	63.7	Nebraska	*52.4*	*57.3*	66.7
Utah	65.1	65.1	60.8	Missouri	*52.3*	*55.3*	60.3
Florida	63.9	*52.5*	*53.6*	Indiana	*51.8*	*59.6*	*56.4*
California	63.4	61.4	64.0	Georgia	*51.7*	*53.8*	*53.5*
Colorado	62.5	64.0	68.6	Arkansas	*51.5*	*53.2*	*57.3*
Massachusetts	62.3	63.0	60.9	Montana	*51.5*	61.2	*58.4*
Maryland	62.0	62.7	66.3	Idaho	*51.1*	*56.0*	*53.8*
Illinois	61.9	62.9	*58.1*	Alabama	*50.4*	*54.9*	*45.8*
Delaware	61.3	*58.5*	*52.4*	Ohio	*49.4*	*59.1*	*56.0*
South Dakota	60.9	61.1	77.9	New Mexico	*49.1*	*50.4*	*50.0*
Oklahoma	60.5	61.2	*52.2*	Tennessee	*48.7*	63.3	*55.5*
Rhode Island	59.9	*59.6*	68.9	Arizona	*48.5*	*38.8*	*49.1*
Michigan	59.7	*56.6*	63.4	New Hampshire	*48.1*	*51.8*	*43.6*
North Dakota	59.4	60.6	*58.1*	Virginia	*47.0*	*52.7*	*49.5*
District of Columbia	*58.9*	65.4	62.4	Kansas	*46.1*	*51.8*	*59.9*
Kentucky	*58.9*	*60.2*	*51.6*	Mississippi	*44.1*	*46.4*	*49.8*
New Jersey	*58.7*	*57.9*	*54.0*	Vermont	*43.2*	*50.9*	*49.9*
Louisiana	*58.6*	61.5	62.2	South Carolina	*42.7*	*47.7*	*45.0*
Pennsylvania	*57.8*	63.0	60.5	Wyoming	*42.1*	*41.0*	.....
Nevada	*57.6*	*59.8*	*36.5*				

[1] Italic figures denote ratios below the average for the United States.

Table 136 shows the ratios of salaries and wages to operating revenues, by classes of companies.

Table 136

CLASSIFICATION GROUP.	RATIOS OF SALARIES AND WAGES TO OPERATING REVENUES (PER CENT).								
	Total.			Salaries.			Wages.		
	1917	1912	1907	1917	1912	1907	1917	1912	1907
All companies	37.7	35.4	36.1	4.8	4.6	3.1	32.9	30.8	33.0
Companies classified according to income from railway operations:									
Class A—Over $1,000,000	38.4	35.4	36.8	4.4	4.2	2.6	34.0	31.2	34.2
Class B—$250,000 to $1,000,000	35.0	35.4	34.3	5.7	5.2	3.7	29.3	30.2	30.6
Class C—$250,000 and less	35.0	35.2	34.7	6.3	6.3	4.9	28.7	28.9	29.8
Companies without and with commercial lighting:									
Class X—Without commercial lighting	39.2	36.2	36.6	4.4	4.3	2.9	34.8	31.9	33.7
Class Y—With commercial lighting	32.5	31.5	33.8	6.0	5.7	4.0	26.5	25.8	29.8
Companies classified as:									
Elevated and subway	36.1	29.2	27.0	3.9	2.7	1.7	32.2	26.5	25.3
Surface	37.8	36.0	36.9	4.9	4.8	3.2	32.9	31.2	33.7

CHAPTER IX.—ELECTRIC LIGHT AND POWER DEPARTMENTS.

The operation of light and power departments was reported by 206 companies operating railways in 1917. Segregated reports for the light and power and railway departments were made by 46 companies, while 160 companies made combined reports for all operations, railway and light and power. The segregated reports for light and power departments are included in the report for central electric light and power stations as independent establishments; the others are included in the statistics for electric railways.

Table 137 shows for both classes the number of companies and the income of the departments from electric service, by geographic divisions, and the income of the light and power departments, by source.

In addition to the income from electric service of the light and power departments, amounting to $89,524,891, the railway companies had an income of $6,710,099 from power revenue, which includes amounts earned for power sold by companies that do not conduct a general power, light, or heat business, and for power sold by the railway departments independent of the light and power departments, and is reported as a railway revenue from "operations other than railway." This makes an aggregate of $96,234,990 for income from electric service for the railway companies, of which amount $59,629,985 is included in the returns for the electric railways and $36,605,005 in the report for central electric light and power stations.

Table 138 shows the income of the light and power departments included in the statistics for the electric railways as auxiliary operations, and the total revenue from electric service, for 1917, 1912, and 1907.

Table 137

	LIGHT AND POWER DEPARTMENTS: 1917.		
	Total.	Included in report for electric railways as auxiliary operations.	Reported separately. Included in report for central electric light and power stations.
Number of companies	206	160	46
Geographic divisions:			
New England	13	10	3
Middle Atlantic	10	8	2
East North Central	64	48	16
West North Central	24	20	4
South Atlantic	39	33	6
East South Central	22	16	6
West South Central	12	9	3
Mountain	8	5	3
Pacific	14	11	3
Income of electric light and power departments	$91,615,521	$54,348,875	[1] $37,266,646
Electric service—			
Commercial light, power, and heat	74,489,704	43,769,252	30,720,452
Municipal street lighting	6,070,808	3,333,505	2,737,303
Sale of current to other public service corporations	8,964,379	5,817,129	3,147,250
Income from other sources, including profit on merchandise sales	2,090,630	1,428,989	[1] 661,641
Estimated value of free service	80,961	42,734	38,227
Income from electric service of light and power departments of electric railways	89,524,891	[2] 52,919,886	36,605,005
Geographic divisions—			
New England	3,025,540	1,741,583	1,283,957
Middle Atlantic	2,593,488	1,735,759	857,734
East North Central	25,674,989	15,678,303	9,996,686
West North Central	5,458,497	4,775,670	682,827
South Atlantic	15,603,693	13,093,833	2,509,860
East South Central	6,782,345	4,025,569	2,756,776
West South Central	4,692,709	2,782,420	1,910,289
Mountain	5,590,109	1,493,270	4,096,839
Pacific	20,103,516	7,593,479	12,510,037

[1] Not including $2,022,900, interest and dividends from investments, included in income of these departments in the report for Central Electric Light and Power Stations.
[2] Not including $6,710,099 reported as power revenue from railway operations.

Table 138

CLASS OF SERVICE.	INCOME OF ELECTRIC LIGHT AND POWER DEPARTMENTS AND POWER REVENUE, BY CLASS OF SERVICE: 1917, 1912, AND 1907.					
	1917	1912	1907	Per cent of increase.[1]		
				1907-1917	1912-1917	1907-1912
Revenue from electric service for light, power, and heat	$59,629,985	$36,500,030	$20,093,302	196.8	63.4	81.7
Light and power departments	$52,919,886	$30,984,555	$16,576,555	221.8	72.1	86.9
Power revenue—railway operations	$6,710,099	$5,515,475	$3,516,747	78.9	14.1	56.8
LIGHT AND POWER DEPARTMENTS.						
Number	160	169	177			
Income	$54,348,875	$31,515,582	$17,291,824	214.3	72.5	82.3
Electric service	52,919,886	30,984,555	16,576,555	219.2	70.8	86.9
Commercial or private light, power, and heat	43,769,252	26,102,077	13,778,714	217.7	67.7	90.2
Light, power, and heat not reported separately	26,751,403	(2)	(2)			
Power reported separately	17,017,849	(2)	(2)			
Municipal street lighting	3,333,505	[3] 2,817,418	2,254,957	47.8	18.3	24.9
Sale of electric current to other public service corporations	5,817,129	2,065,060	542,884	971.5	181.7	280.4
Profit on merchandise sales	433,446	140,820	240,704	80.1	207.8	—41.5
Income from other sources	995,543	390,207	474,565	109.8	155.1	—17.8
Estimated value of free service furnished municipalities (not included under income)	42,734	65,951	33,697	26.8	—35.2	95.7

[1] A minus sign (—) denotes decrease. [2] Separate figures not available. [3] Includes municipal building lighting.

The income for commercial services ($43,769,252) constituted 80.5 per cent of the income of the light and power departments in 1917, 82.8 per cent in 1912, and 79.7 per cent in 1907. The ratio of increase for revenue from electric service for the period 1912–1917 (63.4 per cent) was much greater than the ratio of increase for transportation revenue (21 per cent).

The distribution, by states, of the 160 companies reporting light and power departments as auxiliary to railway operations is given in Table 139.

Table 140 gives the statistics pertaining to revenue from electric service, by accounts and by geographic divisions, for 1917 and 1912.

COMPANIES WITH AUXILIARY ELECTRIC LIGHT AND POWER DEPARTMENTS: 1917.

Table 139

DIVISION AND STATE.	Number.	DIVISION AND STATE.	Number.	DIVISION AND STATE.	Number.	DIVISION AND STATE.	Number.
United States	160	Middle Atlantic:		South Atlantic:		West South Central:	
New England	10	New York	6	Delaware	1	Arkansas	3
Middle Atlantic	8	Pennsylvania	2	Florida	4	Louisiana	3
East North Central	48	East North Central:		Georgia	8	Oklahoma	1
West North Central	20	Illinois	14	Maryland	2	Texas	2
South Atlantic	33	Indiana	9	North Carolina	6	Mountain:	
East South Central	16	Michigan	2	South Carolina	3	Arizona	1
West South Central	9	Ohio	19	Virginia	5	Colorado	2
Mountain	5	Wisconsin	4	West Virginia	4	Montana	2
Pacific	11	West North Central:		East South Central:		Pacific:	
New England:		Iowa	10	Alabama	5	Oregon	1
Connecticut	2	Kansas	5	Mississippi	7	Washington	10
Maine	5	Missouri	3	Tennessee	4	Porto Rico	1
Massachusetts	2	Nebraska	2				
Vermont	1						

Table 140

REVENUE FROM ELECTRIC SERVICE, BY GEOGRAPHIC DIVISIONS: 1917 AND 1912.

DIVISION.	Census year.	Total revenue from electric service.	Power revenue other than that of light and power departments.	Light and power departments. Number of companies.	Income. Aggregate.	Electric service. Total.	Commercial or private light, power, and heat. Not reported separately.	Commercial or private light, power, and heat. Power reported separately.	Municipal street lighting.[1]	Sale of electric current to other public service corporations.	Profit on merchandise sales.	Income from other sources.	Estimated value of free service furnished municipalities (not included under income).
United States	1917	$59,629,985	$6,710,099	160	$54,348,875	$52,919,886	$26,751,403	$17,017,849	$3,333,505	$5,817,129	$433,446	$995,543	$42,734
	1912	36,500,030	5,515,475	169	31,515,582	30,984,555	26,102,077	(2)	2,817,418	2,065,060	140,820	390,207	65,951
New England	1917	2,037,455	295,872	10	1,908,220	1,741,583	883,870	556,824	146,283	154,606	2,110	164,527	.....
	1912	1,384,764	339,439	6	1,074,634	1,045,325	924,134	(2)	115,234	5,957	3,093	26,216	.....
Middle Atlantic	1917	5,020,817	3,285,058	8	1,782,519	1,735,759	591,927	271,456	231,031	641,345	5,284	41,476	660
	1912	3,381,090	2,404,555	12	986,755	976,535	521,623	(2)	315,386	139,526	5,544	4,676	11,392
East North Central	1917	17,013,002	1,334,699	48	16,048,719	15,678,303	7,587,352	6,060,287	978,832	1,051,832	165,368	205,048	905
	1912	8,330,313	1,250,028	49	7,233,153	7,080,285	5,413,936	(2)	677,875	988,474	48,897	103,971	13,560
West North Central	1917	5,143,076	367,406	20	5,024,005	4,775,670	2,453,426	820,752	236,976	1,264,516	38,151	210,184	12,320
	1912	2,233,356	610,091	22	1,740,740	1,623,265	1,437,585	(2)	180,940	4,740	9,862	107,613	8,018
South Atlantic	1917	13,554,097	460,264	33	13,395,505	13,093,833	6,575,531	3,712,923	844,642	1,960,737	68,635	233,037	14,388
	1912	7,089,358	264,066	35	6,901,540	6,825,292	5,931,476	(2)	719,462	174,354	36,049	40,199	5,354
East South Central	1917	4,194,052	168,483	16	4,111,133	4,025,569	2,587,643	1,193,793	206,690	37,443	45,321	40,243	3,300
	1912	2,766,420	106,048	14	2,664,354	2,660,372	2,428,230	(2)	208,487	23,655	2,198	1,784	3,150
West South Central	1917	3,424,726	642,306	9	2,829,010	2,782,420	1,883,349	630,403	150,212	118,396	21,164	25,426	9,144
	1912	1,860,737	400,622	14	1,480,764	1,460,115	1,297,846	(2)	113,893	48,376	4,766	15,883	1,983
Mountain	1917	1,530,533	37,263	5	1,520,467	1,493,270	793,749	589,306	101,208	9,007	14,249	12,948	1,020
	1912	2,628,273	61,381	7	2,616,307	2,566,892	2,330,949	(2)	166,485	69,458	16,408	33,007	22,494
Pacific	1917	7,712,227	118,748	11	7,729,297	7,593,479	3,394,556	3,182,045	437,631	579,247	73,164	62,654	997
	1912	6,825,719	79,245	10	6,817,335	6,746,474	5,816,298	(2)	319,656	610,520	14,003	56,858	.....

[1] Includes municipal building lighting for 1912.

[2] Not reported separately.

DIRECTORY.

The operating electric railway companies included in the foregoing report are here listed alphabetically, by states, with the lessor companies in italics immediately following the company that leases and operates the road.

In the case of companies operating under leases and subleases, as, for example, the Pittsburgh Railways Co., the grouping and subgrouping show the relationship of the lessor companies.

Immediately following the names of the electric railway companies for the states are those of Hawaii and Porto Rico, the electrified divisions of the steam roads, the electrified railroad tunnels, and the miscellaneous roads referred to in the report.

The classification of the operating companies according to size, based upon income from railway operations (classes A, B, and C) and according to character of business (classes X, Y, and Z), is given. Municipal roads are indicated and the roads using power systems other than overhead trolley. All roads, except as indicated by notes, use the overhead trolley system.

An asterisk (*) means that the company is included in the comparative summary, Table 5, page 16, of 110 companies, 1917 and 1912, the abbreviation "elev." or "sub." meaning that the company has some elevated or subway (or tunnel) track. For the amount of elevated or subway track in any state, see Table 141.

OPERATING AND LESSOR COMPANIES.

INDEX OF CLASSIFICATIONS.

ACCORDING TO INCOME FROM RAILWAY OPERATIONS.

A $1,000,000 and over.
B—$250,000 but less than $1,000,000.
C—Less than $250,000.

ACCORDING TO CHARACTER OF BUSINESS.

X—Full year, without commercial light and power operations.
Y—Full year, with commercial light and power operations.
Z—Miscellaneous, including part-time operations, etc.

ALABAMA:	
Alabama City, Gadsden & Attala Ry. Co.	C–Y
Gadsden Ry. Co.	
Alabama Power Co.	C–X
Birmingham & Edgewood Electric Ry. Co.	C–X
*Birmingham Ry., Light & Power Co.	A–Y
Birmingham Tidewater Ry. Co.	C–X
Gadsden, Bellevue & Lookout Mountain Ry. Co.	C–X
*Mobile Light & R. R. Co.	B–X
Montgomery Light & Traction Co.	B–Y
North Alabama Traction Co.	C–X
Peoples Ry. Co. (Fairhope)	C–X
Selma St. & Suburban Ry. Co.	C–X
Sheffield Co.	C–Y
Tuscaloosa Ry. & Utilities Co.	C–Y
ARIZONA:	
Douglas Traction & Light Co.	C–Y
Phoenix Ry. Co. of Arizona	C–X
Tucson Rapid Transit Co.	C–X
Warren-Brisbee Ry.	C–X
ARKANSAS:	
Central Power & Light Co. (Walnut Ridge)	C–Y
Eureka Traction Co.	C–X
*Fort Smith Light & Traction Co.	C–Y
Hot Springs St. Ry. Co.	C–X
Intercity Terminal Ry. Co.	C–X
*Little Rock Ry. & Electric Co.	B–Y
Pine Bluff Co.	C–X
Southwestern Gas & Electric Co. (Texarkana)	C–X
Sulphur Rock Ry. Co.	C–Z
West Helena Consolidated Co.	C–X
CALIFORNIA:	
Angels Flight Ry. Co. (Los Angeles) [1]	C–X
Bakersfield & Kern Electric Ry. Co.	C–X
Burlingame Ry. Co.[2]	C–X
California St. Cable R. R. Co. (San Francisco) [1]	B–X
Central California Traction Co.[3]	B–X
Fairfax Incline R. R. Co.[1]	C–X
Fresno Interurban Ry. Co.	C–X
*Fresno Traction Co.	C–X
Fresno City Ry. Co.	
Glendale & Montrose Ry.[4]	C–X
Humboldt Transit Co.	C–X
Los Angeles & Mount Washington Ry. Co.[1]	C–X
*Los Angeles Ry. Corp.	A–X
City Ry. Co. of Los Angeles.	
Monterey & Pacific Grove Ry.	C–X
Municipal Ry. of San Francisco [5] (sub.)	A–X
Nevada County Traction Co.	C–X
CALIFORNIA—Continued.	
Northern Electric Ry.[3]	A–X
Oakland, Antioch & Eastern Ry. (sub.)	B–X
Oakland & Antioch Ry.	
San Ramon Valley R. R.	
*Pacific Electric Ry. Co. (elev. and sub.)	A–X
Pacific Gas & Electric Co.	B–X
Peninsula Ry. Co.	B–X
Petaluma & Santa Rosa Ry. Co.	B–X
Point Loma R. R. Co.	C–X
*San Diego Electric Ry. Co.	B–X
San Francisco, Napa & Calistoga Ry.	C–X
*San Francisco-Oakland Terminal Ry.	A–X
San Jose R. R.	B–X
Santa Barbara & Suburban Ry. Co.	C–X
South San Francisco R. R. & Power Co.	C–X
*Stockton Electric R. R. Co.	C–X
Union Traction Co.	C–X
*United Railroads of San Francisco [6]	A–X
Gough St. R. R. Co.	
San Francisco Electric Rys.	
*Visalia Electric R. R. Co.[7]	C–X
COLORADO:	
Arkansas Valley Ry., Light & Power Co.	B–Y
Colorado Springs & Interurban Ry. Co.	B–X
Cripple Creek & Colorado Springs R. R. Co.	C–X
Denver and Crown Hill Ry. Co.	C–X
Denver and Inter-Mountain R. R. Co.	C–X
Denver & Interurban R. R. Co.	C–X
Denver & South Platte Ry. Co.	C–X
*Denver Tramway Co.	A–X
Durango Ry. & Realty Co.	C–X
Grand River Valley Ry. Co.	C–Y
Greeley & Denver R. R. Co.	C–X
Manitou Electric Ry. & Casino Co.	C–X
Mount Manitou Park & Incline Ry. Co.[8]	C–Z
Trinidad Electric Transmission Ry. & Gas Co.	C–X
Western Light & Power Co. (Boulder)	C–X
CONNECTICUT:	
Bristol & Plainville Tramway Co.	C–X
*Connecticut Co.	A–X
Connecticut Ry. & Lighting Co. (New Haven).	
Manchester Electric Co. (Hartford).	
West Shore Ry. Co. (Hartford).	
Danbury & Bethel St. Ry. Co.	C–Y
Hartford & Springfield St. Ry. Co.	C–X
Lordship Park Association (Bridgeport)	C–X
Shore Line Electric Ry. Co. (sub.)	A–Y
Waterbury & Milldale Tramway Co.	C–X

Delaware:
- Wilmington & Philadelphia Traction Co. ..... A–Y
  - *Front & Union St. Ry. Co.*
  - *Gordon Heights Ry. Co.*
  - *Peoples Ry. Co.*
  - *Wilmington City Ry. Co.*
  - *Wilmington & Edgemoor Electric Ry. Co.*
  - *Wilmington, New Castle & Delaware City Ry. Co.*

District of Columbia:
- *Capital Traction Co.[8] ..... A–X
- East Washington Heights Traction Co. of District of Columbia ..... C–X
- Washington & Maryland Ry. Co. ..... C–X
- Washington Ry. & Electric Co.[9] ..... A–X

Florida:
- Central of Florida Ry. Co. (Daytona)[2] ..... C–X
- Jacksonville Traction Co. ..... B–X
- *Key West Electric Co. ..... C–Y
- Miami Traction Co.[2] ..... C–X
- Pensacola Electric Co. ..... C–Y
- Saint Johns Electric Co. (St. Augustine) ..... C–Y
- St. Petersburg & Gulf Ry. Co. ..... C–X
- *Tampa Electric Co. ..... B–Y

Georgia:
- Albany Transit Co. ..... C–X
- Athens Ry. & Electric Co. ..... C–Y
- Atlanta Northern Ry. Co. ..... C–Y
- *Augusta-Aiken Ry. & Electric Corp. ..... B–Y
- City & Suburban Ry. Co. (Brunswick) ..... C–X
- Columbus R. R. Co. ..... C–Y
- Covington & Oxford St. Ry.[10] ..... C–Z
- Fairburn & Atlanta Ry. & Electric Co.[11] ..... C–X
- *Georgia Ry. & Power Co. ..... A–Y
  - *Georgia Ry. & Electric Co. (Atlanta).*
- Macon Ry. & Light Co. ..... B–Y
- Rome Ry. & Light Co. ..... C–Y
- Savannah Electric Co. ..... B–Y
- Valdosta St. Ry. Co. ..... C–X

Idaho:
- Boise Ry. Co. ..... C–X
- Boise Valley Traction Co. ..... B–X
- Caldwell Traction Co. ..... C–X
- Sand Point St. Ry. Co. ..... C–Z

Illinois:
- Alton & Jacksonville Ry. Co. ..... C–X
- Alton, Granite & St. Louis Traction Co. ..... B–X
- *Aurora, Elgin & Chicago R. R. Co., The[3] ..... A–Y
- Aurora, Plainfield & Joliet Ry. ..... C–X
- Bloomington & Normal Ry. & Light Co. ..... C–Y
- Bloomington, Decatur & Champaign R. R. ..... B–Y
- Bloomington, Pontiac & Joliet Ry. Co. ..... C–X
- Cairo & St. Louis Ry. Co. ..... C–X
- Cairo Electric & Traction Co. ..... C–Y
- Central Illinois Public Service Co. (Mattoon, Charleston, Anna, and Taylorville divisions) ..... C–X
- Central Illinois Traction Co. (Mattoon, Charleston, and Paris divisions) ..... C–X
- Centralia & Central City Traction Co. ..... C–X
- Centralia Traction Co. ..... C–X
- Chicago, Aurora & Dekalb R. R. ..... C–X
- Chicago & Interurban Traction Co. ..... B–X
- *Chicago & Joliet Electric Ry. Co. ..... B–Y
  - *Chicago & Des Plaines Valley Electric Ry. Co. (Joliet).*
- Chicago & Oak Park Elevated R. R. Co.[3] (elev.) ..... B–X
- Chicago & West Towns Ry. Co. ..... B–X
- Chicago Heights St. Ry. Co. ..... C–X
- Chicago, North Shore & Milwaukee R. R. ..... A–X
- Chicago, Ottawa & Peoria Ry. Co. ..... B–X
- Calumet & South Chicago Ry. Co.
- Chicago City Ry. Co.
- *Chicago & Western Ry. Co.* } Chicago Surface Lines (sub.) A–X
- Chicago Rys. Co.
- Southern St. Ry. Co.
- Coal Belt Electric Ry. Co.[4] ..... C–X
- Danville & Eastern Illinois Ry. Co. ..... C–X
- Danville & Northern Ry. Co. ..... C–X
- Danville & Southeastern Ry. Co. ..... C–X
- Danville St. Ry. & Light Co. ..... C–Y
- Danville, Urbana & Champaign Ry. Co. ..... B–Y
- Decatur Ry. & Light Co. ..... C–Y
- Dekalb-Sycamore & Interurban Traction Co. ..... C–X
- East St. Louis & Suburban Ry. Co. ..... A–X
- East St. Louis, Columbia & Waterloo Ry. ..... C–X
- East St. Louis Ry. Co. ..... B–X
- Elgin & Belvedere Electric Co. ..... C–X
- Evanston Ry. Co. ..... C–X

Illinois—Continued.
- Fox & Illinois Union Ry. ..... C–X
- Galesburg & Kewanee Electric Ry. Co. ..... C–
- Galesburg Ry., Light & Power Co. ..... [illegible]
- Illinois Central Electric Ry. ..... [illegible]
- Illinois Central Traction Co. ..... [illegible]
- Illinois Light & Traction Co. (Streator) ..... [illegible]
- Illinois Northern Utilities Co. (Freeport) ..... [illegible]
- Jacksonville Ry. & Light Co. ..... [illegible]
- Joliet & Eastern Traction Co. ..... [illegible]
- Kankakee & Urbana Traction Co. ..... [illegible]
- Kankakee Electric Ry. Co. ..... [illegible]
- Lincoln Municipal St. Ry.[5] ..... [illegible]
- Metropolitan West Side Elev (elev.) ..... [illegible]
  - *Union Consolidated* [illegible]
- Moline, Rock Island & [illegible]
- Murphysboro & Southe [illegible]
- Murphysboro Electric I [illegible]
- North Kankakee Electri [illegible]
- North Shore & Western R [illegible]
- Northern Illinois Light & [illegible]
- Northwestern Elevated R. [illegible]
- Pekin City Municipal Ry.[5] [illegible]
- Peoria Ry. Co. ..... [illegible]
- People's Traction Co. ..... [illegible]
- Quincy Ry. Co. ..... [illegible]
- Rockford & Interurban Ry. Co. [illegible]
- Rockford City Traction Co. ..... [illegible]
- St. Louis & Belleville Electric Ry. [illegible]
- St. Louis & East St. Louis Electric [illegible]
- St. Louis, Springfield & Peoria R. [illegible]
- South Side Elevated R. R. Co. (Chic [illegible]
- Southern Illinois Light & Power Co. [illegible]
- Southern Illinois Ry. & Power Co. ..... [illegible]
- Springfield Consolidated Ry. Co. ..... [illegible]
- Sterling, Dixon & Eastern Electric Ry. [illegible]
- Tri City Ry. Co. of Illinois ..... [illegible]
- Urbana & Champaign Ry., Gas & Electric [illegible]
- Woodstock & Sycamore Traction Co. ..... [illegible]

Indiana:
- Beech Grove Traction Co. ..... [illegible]
- Bluffton, Geneva & Celina Traction Co. ..... [illegible]
- Central Indiana Lighting Co. (Columbus) ..... [illegible]
- *Chicago, Lake Shore & South Bend Ry. Co. ..... [illegible]
  - *Kensington & Eastern R. R. Co.*
- *Chicago, South Bend & Northern Indiana Ry. Co. [illegible]
- Evansville Rys. Co. ..... [illegible]
  - *Evansville, Henderson & Owensboro Ry. Co.*
- Evansville Suburban & Newburgh Ry. Co. ..... [illegible]
- Fort Wayne & Decatur Traction Co. ..... [illegible]
- Fort Wayne & Northwestern Ry. Co. ..... [illegible]
- *Fort Wayne & Northern Indiana Traction Co. ..... [illegible]
- French Lick & West Baden R. R. Co. ..... [illegible]
- Gary & Hobart Traction Co. ..... [illegible]
- Gary & Interurban R. R. Co. ..... B–[illegible]
- Gary & Southern Traction Co. ..... C–X
- Hammond, Whiting & East Chicago Ry. ..... B–X
- Indiana Rys. & Light Co. ..... B–Y
- Indiana Utilities Co. (Angola) ..... C–Y
- *Indianapolis & Cincinnati Traction Co. ..... B–X
- Indianapolis & Louisville Traction Ry. Co. ..... C–X
- *Indianapolis Traction & Terminal Co. ..... A–X
  - *Broad Ripple Traction Co.*
  - *Indianapolis St. Ry. Co.*
- Interstate Public Service Co. ..... B–X
  - *Indianapolis, Columbus & Southern Traction Co.*
- Lebanon Thornton Traction Co. ..... C–X
- Louisville & Northern Ry. & Lighting Co. ..... C–Y
  - *New Albany St. R. R. Co. (minor portion of trackage).*
- Louisville & Southern Indiana Traction Co. ..... B–X
  - *New Albany St. R. R. Co. (major portion of trackage).*
- Madison Light & Ry. Co. ..... C–Y
- Marion & Bluffton Traction Co. ..... C–Y
- Public Utilities Co. ..... B–Y
- *Terre Haute, Indianapolis & Eastern Traction Co. ..... A–Y
  - *Indianapolis & Martinsville Rapid Transit Co.*
  - *Indianapolis & Northwestern Traction Co.*
  - *Indianapolis, Crawfordsville & Danville Electric Ry. Co.*
  - *Terre Haute & Western Ry. Co.*
  - *Terre Haute Traction & Light Co.*
- *Union Traction Co. of Indiana ..... A–X
  - *Indianapolis, New Castle & Eastern Traction Co.*
  - *Muncie & Portland Traction Co.*
  - *Muncie, Hartford & Fort Wayne Ry. Co.*

INDIANA—Continued.
Vincennes Traction ..... C–X
Washington St. T ..... A–X
Winona Inter
Winc

IOWA:
All
T

. B–X
. C–X
C–X
C–X
C–X
C–X
C–Y
–X
X
X
Y

Iola
*Joplin
Kansas
Kansas C.
Kansas Ci
Kansas El
Parsons di
Manhattan City
Missouri & Kan
Salina St. Ry. Co.
Southwestern Inter
Topeka Ry. Co., Th
Union Light & Power
Union Traction Co.....
Wichita R. R. & Light Co.

KENTUCKY:
Barboursville St. R. R. Co.[16]
Henderson Traction Co.....
*Kentucky Traction & Terminal
Kentucky Utilities Co. (Somers
*Louisville & Interurban R. R. Co.
*Louisville Ry. Co.....
Maysville St. R. R. & Transfer Co...
Owensboro City R. R. Co.....
Paducah Traction Co.....
South Covington & Cincinnati St. Ry. Co.
Southern Traction Co. (Bowling Green)....

LOUISIANA:
Baton Rouge Electric Co.....
Lake Charles Ry., Light & Waterworks Co.....
Municipal St. Ry.—Alexandria[5].....
Municipal St. Ry. & Light Co.—Monroe[5].....
New Orleans Ry. & Light Co. & Affiliated Co's....
Orleans-Kenner Traction Co., Inc.....
St. Tammany & New Orleans Rys. & Ferry Co.....
Shreveport Rys. Co.....
South New Orleans Light & Traction Co.....
Southwestern Traction & Power Co. (New Iberia).....
West New Orleans Light & Traction Co.....

MAINE:
Androscoggin Electric Co..... C–X
Aroostook Valley R. R. Co..... C–X
Atlantic Shore Ry..... C–X
Bangor Ry. & Electric Co..... B–Y
Benton & Fairfield Ry. Co..... C–X
Biddeford & Saco R. R. Co..... C–X
Calais St. Ry..... C–X
*Cumberland County Power & Light Co..... A–Y
Portland R. R. Co.

NEW YORK—Continued.
Paul Smith's Electric Light & Power & R. R. Co..... C–Y
Peekskill Lighting & R. R. Co..... C–Y
Pelham Park & City Island Ry. (Inc.)..... C–X
Penn Yan & Lake Shore Ry..... C–X
Plattsburgh Traction Co..... C–X
Port Jervis Traction Co..... C–X
Poughkeepsie & Wappingers Falls Ry. Co..... C–X
Putnam & Westchester Traction Co..... C–X
Richmond Light & R. R. Co..... B–Y
Rochester & Manitou R. R. Co..... C–X
Rochester & Syracuse R. R. Co. (Inc.)..... B–X
*Schenectady Ry. Co..... A–X
Second Ave. R. R. Co.[5]..... B–X
Southern Boulevard R. R..... C–X
Southern New York Power & Ry. Corp..... B–X
Southfield Beach R. R. Co..... C–Z
Staten Island Midland Ry. Co..... B–X
Suffolk Traction Co.[2]..... C–X
Syracuse & Suburban R. R. Co..... C–X
Syracuse & Northern Electric Ry..... C–X
Third Ave. Ry. Co.[9]..... A–X
Kingsbridge Ry. Co.
Troy & New England Ry. Co..... C–X
Union Ry. Co. (New York)..... A–X
Bronx Traction Co., The.
*United Traction Co.[16]..... A–X
Capitol Ry. Co., The.
Cohoes Ry. Co.
Lansingburgh & Cohoes R. R. Co.
Troy & Cohoes R. R. Co.
Waterford & Cohoes R. R. Co.
Van Brunt St. & Erie Basin R. R. Co., The..... C–X
Wallkill Transit Co., The..... C–X
Westchester Electric Ry. Co..... B–X
Westchester St. R. R. Co..... C–X
Shore Line Electric R. R. Co.
Western New York & Pennsylvania Traction Co..... B–X
Shinglehouse R. R. Co.
nkers R. R. Co..... B–X

CAROLINA:
nance Ry. Co. (Burlington)..... C–X
eville East Tennessee R. R. Co..... C–X
ville Power & Light Co..... B–Y
na Power & Light Co. (Raleigh)..... C–Y
n Traction Co..... C–Y
oro Electric Ry. Co..... C–X
Park St. R. R. Co. (Hendersonville)..... C–X
rn-Ghent St. Ry. Co..... C–X
rolina Public Service Co., The (Greensboro)... C–Y
& Spencer Ry. Co., The (North Carolina Public Co.)..... C–Y
Public Utilities Co. (Charlotte)..... B–X
Power Co..... C–Y
& Chautauqua Electric Line[11]..... C–X
St. Ry. Co..... C–X
es Power Co..... C–X
t. & Interurban Ry. Co..... C–X
d Transit Co..... C–X
tric R. R., Light & Power Co., The..... C–X
lumbus Traction Co..... C–X
etown & Portsmouth R. R. Co..... C–X
nceburg & Aurora Electric St. R. R. ..... C–X
& Loveland Traction Co., The..... C–X
Co., The..... A–X
y.
n)..... B–X
& Mahoning Valley R. R..... C–X
Falls Ry. Co., The..... C–X
Traction Co..... C–X
& Ashtabula R. R. Co., The.... C–Y
& Eastern R. R. Co..... B–Y
..... A–X
& Columbus Ry. Co., The..... A–Y
Marion Electric Co..... B–Y
ngs & Northern Ry. Co., The.. C–X
rus Ry. Co., The..... C–X
Johnstown Traction Co..... C–X
ht Co..... A–Y
n Electric Ry. Co., The.... C–X
Co..... B–X
Traction Co., The..... C–X

Michigan:

- Adrian St. Ry. ..... C-X
- Benton Harbor-St. Joe Ry. & Light Co. ..... B-Y
- Detroit, Jackson & Chicago Ry. ..... B-X
- Detroit, Monroe & Toledo Short Line Ry. ..... A-X
- *Detroit United Ry. ..... A-X
  - *Detroit, Almont & Northern R. R.*
  - *Detroit & Highland Park R. R. Co.*
- Kalamazoo Traction Co. ..... C-Y
- Grand Rapids, Grand Haven & Muskegon Ry. Co.[3] ..... B-X
- Grand Rapids Ry. Co. ..... A-X
- Houghton County Traction Co. ..... B-X
- Iron River, Stambaugh & Crystal Falls St. Ry. Co. ..... C-X
- Ironwood & Bessemer Ry. & Light Co. ..... C-X
- Manistee Ry. Co. ..... C-X
- Marquette City & Presque Isle Ry. Co. ..... C-X
- Marquette County Electric Ry. Co. ..... C-X
- Menominee & Marinette Light & Traction Co. ..... C-X
- Michigan Ry. Co.[3] ..... A-X
  - *Grand Rapids, Holland & Chicago Ry.*
  - *Michigan United Rys. Co.*
- Muskegon Traction & Lighting Co. ..... C-X
- *Rapid Ry. System ..... A-X
- Saginaw Bay City Ry. Co. ..... B-X
- Southern Michigan Ry. Co. ..... C-X
- Trans-St. Mary's Traction Co. ..... C-X

Minnesota:

- American Traction Co.[3] ..... C-Z
- Duluth St. Ry. Co.[3] ..... A-X
- Granite City Ry. Co. ..... C-X
- Mankato Electric Traction Co. ..... C-X
- Mesaba Ry. Co. ..... B-X
- Minneapolis, Anoka & Cuyuna Range Ry. Co. ..... C-X
- Minneapolis Northwestern Electric Ry. Co.[3] ..... C-X
- St. Paul Southern Electric Ry. Co. ..... C-X
- *Twin City Rapid Transit Co. (sub.) ..... A-X
- Wahpeton-Breckenridge St. Ry. Co. ..... C-X

Mississippi:

- Columbus Ry., Light & Power Co. ..... C-X
- Delta Light & Traction Co. (Greenville) ..... C-Y
- Gulfport & Mississippi Coast Traction Co. ..... C-Y
- *Hattiesburg Traction Co. ..... C-Y
- Jackson Light & Traction Co. ..... C-X
- Laurel Light & Ry. Co. ..... C-Y
- Meridian Light & Ry. Co. ..... C-X
- Pascagoula St. Ry. & Power Co. ..... C-Y
- Public Service Commission (Yazoo City) ..... C-Y
- Southern Ry. & Light Co. (Natchez) ..... C-X
- Vicksburg Light & Traction Co. ..... C-Y

Missouri:

- Blue Valley Ry. ..... C-X
- Cape Girardeau-Jackson Interurban Ry. Co. ..... C-X
- City Light & Traction Co. of Sedalia ..... C-X
- Fort Scott & Nevada Light, Heat, Water & Power Co. ..... C-X
- Grand River R. R. Co. (Kirkwood) ..... C-X
- Hannibal Ry. & Electric Co. ..... C-X
- Jefferson City Bridge & Transit Co. ..... C-X
- Kansas City Rys. Co., The (elev. and sub.) ..... A-X
- Kansas City, Clay County & St. Joseph Ry. Co. ..... B-X
- Keytesville St. Car Co.[3] ..... C-X
- Kansas Development & Conservation Co. ..... C-X
- Missouri Electric R. R. Co. (St. Louis) ..... C-X
- St. Francois County R. R. Co. ..... C-X
- St. Joseph Ry., Light, Heat & Power Co. ..... C-X
- St. Louis & Jennings Ry. ..... C-X
- St. Louis Electric Terminal Ry. Co. ..... C-X
- Southwest Missouri R. R. Co., The ..... C-X
- Springfield Traction Co. ..... C-X
- *United Rys. Co. of St. Louis ..... A-X
- Water, Light & Traction Co. (Kirksville) ..... C-X

Montana:

- Anaconda Copper Mining Co. ..... C-X
- Billings Traction Co.[3] ..... C-X
- *Butte Electric Ry. Co. ..... B-X
- Helena Light & Ry. Co. ..... C-X
- Missoula St. Ry. Co. ..... C-X
- Montana Power Co. (Great Falls St. Ry. Dept.) ..... C-X

Nebraska:

- Lincoln Traction Co. ..... B-X
  - *Lincoln, Hickman Branch & Fairview Ry. Co.*
- *Omaha & Council Bluffs St. Ry. Co. ..... A-X
  - *Omaha & Council Bluffs St. Ry. & Bridge Co.*
- Omaha & Lincoln Ry. & Light Co. ..... C-X
- Omaha & Southern Interurban Ry. Co. ..... C-X
- Omaha, Lincoln & Beatrice Ry. Co. ..... C-X
- South Sh. Omaha Lake & Suburban Ry. Co. ..... C-X

Nevada:

- Nevada Interurban Ry. Co. ..... C-X
- Reno Traction Co. ..... C-X

New Hampshire:

- Berlin St. Ry. Co. ..... C-X
- Chester & Derry R. R. Association ..... C-X
- Claremont Ry. & Lighting Co. ..... C-X
- Concord & Manchester Electric Ry. } Boston & Me. R. R.
- Portsmouth Electric St. Ry. } Boston & Me. R. R. ..... C-X
- Dover, Somersworth & Rochester St. Ry. Co. ..... C-X
- Exeter, Hampton & Amesbury St. Ry. ..... C-X
- Keene Electric Ry. Co. ..... C-X
- Laconia St. Ry. ..... C-X
- Manchester & Derry St. Ry. ..... C-X
- Manchester & Nashua St. Ry. ..... C-X
- Manchester St. Ry. ..... B-X
- Uncanoonuc Incline Ry. & Development Co. (Manchester) ..... C-Z

New Jersey:

- Atlantic & Suburban Ry. Co. ..... C-X
- Atlantic City & Shore R. R. Co.[3] ..... B-X
  - *Atlantic City & Ocean City R. R. Co.*
- Atlantic Coast Electric Ry. Co. ..... B-X
- Bridgeton & Millville Traction ..... C-X
- Burlington County Transit Co. ..... C-X
- Central Passenger Ry. Co. (Atlantic City) ..... C-X
- Five Mile Beach Electric Ry. Co. ..... C-X
- Jersey Central Traction Co. ..... B-X
- Millville Traction Co. ..... C-X
- Monmouth County Electric Co. ..... C-X
- Morris County Traction Co., The ..... B-X
- New Jersey & Pennsylvania Traction Co. ..... C-X
- New Jersey Rapid Transit Co. ..... C-Z
- North Jersey Rapid Transit Co. ..... C-X
  - *Suburban Ry. Co.*
- Northampton-Easton Washington Traction Co. ..... C-X
- Ocean City Electric R. R. Co. ..... C-X
- Phillipsburg Transit Co. ..... C-X
- Point Pleasant Traction Co. ..... C-Z
- Public Service R. R. Co. ..... B-X
- Public Service Ry. Co. (elev. and sub.) ..... A-X
  - *Bergen Turnpike Co.*
  - *Camden & Suburban Ry. Co.*
  - *Camden & Trenton Traction Co.*
  - *Camden, Gloucester & Woodbury Ry. Co.*
  - *Camden Horse R. R. Co.*
  - *Consolidated Traction Co.*
  - *Elizabeth & Trenton R. R. Co.*
  - *N. J. & Hudson River Ry. & Ferry Co.*
  - *Orange & Passaic Valley Ry. Co.*
  - *Rapid Transit St. Ry. Co. of City of Newark*
  - *Riverside Traction Co.*
  - *South Orange & Maplewood Traction Co.*
- Salem & Pennsgrove Traction Co. ..... C-X
- *Trenton & Mercer County Traction Corp. ..... B-X
  - *Mercer County Traction Co.*
  - *Trenton, Hamilton & Ewing Traction Co.*
  - *Trenton, Pennington & Hopewell St. Ry. Co.*
  - *Trenton St. Ry. Co.*

New Mexico:

- City Electric Co. (Albuquerque) ..... C-X
- Las Vegas Transit Co., The ..... C-X

New York:

- Adirondack Lakes Traction Co., The (Gloversville) ..... C-X
- *Albany Southern R. R. Co.[3] ..... B-X
- Auburn & Syracuse Electric R. R. Co. ..... B-X
- Babylon R. R. Co. ..... C-X
- Batavia Traction Co. ..... C-X
- Bath Line Ry. Corp.* ..... B-X
- Binghamton Ry. Co. ..... B-X
- Black River Traction Co. ..... C-X
- Brooklyn & North River R. R. Co., The[3] ..... C-X
- Brooklyn Rapid Transit System and Transit Development Co.:
  - *Brooklyn Heights R. R. Co.* ..... A-X
    - *Brooklyn City R. R. Co.*
  - *Brooklyn, Queens County & Suburban R. R. ..... A-X
  - *Coney Island & Brooklyn R. R. Co., The ..... A-X
  - *Coney Island & Gravesend Ry. Co. ..... A-X
  - *Gassert Electric R. R. ..... A-X
  - *New York Consolidated R. R. Co. (elev. and sub.) ..... A-X
    - *New York Bronx Ry. Corp.*
  - *South Brooklyn Ry. Co. ..... A-X
    - *New York & Coney Island R. R. Co.*
    - *Prospect Park & Coney Island R. R. Co.*
    - *Prospect Park & South Brooklyn R. R. Co.*

NEW YORK—Continued.

Buffalo & Depew Ry. Co	C–X
*Buffalo & Lake Erie Traction Co	A–X
Buffalo & Lackawanna Traction Co.	
Dunkirk St. Ry. Co.	
Erie & Suburban Ry. Co.	
Erie City Passenger Ry. Co.	
Erie Electric Motor Co.	
Erie, Reed Park & Lakeside St. Ry. Co.	
*Buffalo, Lockport & Rochester Ry. Co	B–X
Buffalo & Williamsville Electric Ry. Co	C–X
Buffalo Southern Ry. Co., The	C–X
Bush Terminal R. R. Co	C–X
Chautauqua Traction Co	C–X
Corning & Painted Post St. Ry	C–X
Cortland County Traction Co., The	C–Y
Dry Dock, East Broadway & Battery R. R. Co.[14]	B–X
Eastern New York R. R. Co. (Ballston Spa)	C–X
Elmira, Corning & Waverly Ry	C–X
*Elmira Water, Light & R. R. Co	B–X
West Water St. R. R. Co.	
Empire State R. R. Corp	B–X
Fishkill Electric Ry. Co	C–X
Citizens R. R., Light & Power Co.	
Fonda, Johnstown & Gloversville R. R. (Electric division.)	B–X
Johnstown, Gloversville & Kingsboro Horse R. R. Co., The.	
Forty-second St., Manhattanville & St. Nicholas Ave. Ry. Co., The[14]	A–X
Third Ave. Bridge Co.	
Freeport R. R	C–Z
Geneva, Seneca Falls & Auburn R. R. Co. (Inc.)	C–X
Glen Cove R. R. Co., The	C–X
Hornell Traction Co	C–X
Hudson & Manhattan R. R.[12] (sub.)	A–X
Hudson River & Eastern Traction Co	C–X
*Hudson Valley Ry. Co	A–X
North River Ry., The.	
Huntington R. R. Co	C–X
*Interborough Rapid Transit Co.[12] (elev. and sub.)	A–X
Manhattan Ry. Co.	
*International Ry. Co. (sub.)	C–X
Ithaca Traction Corp	C–X
Jamestown St. Ry. Co	B–X
Jamestown, Westfield & Northwestern R. R. Co	C–X
Kingston Consolidated R. R. Co	C–X
Long Island Electric Ry. Co	C–X
Manhattan & Queens Traction Corp	B–X
Manhattan Bridge Three Cent Line	C–X
Marine Ry. Co., The (Brooklyn)[2]	C–X
Mid Crosstown Ry. Co. (New York)[2]	C–X
Mount Beacon-on-Hudson Association[1]	C–Z
Nassau County Ry. Co., The	C–X
New Paltz, Highland & Poughkeepsie Traction Co	C–X
New York & Long Island Traction Co., The	B–X
New York & North Shore Traction Co	C–X
New York & Queens County Ry. Co	A–X
*New York & Stamford Ry. Co	B–X
New York City Interborough Ry. Co.[9]	B–X
*New York Rys. Co.[14]	A–X
Bleecker St. & Fulton Ferry R. R. Co.	
Broadway & Seventh Ave. Ry. Co.	
Central Crosstown R. R. Co.	
Christopher & Tenth St. R. R. Co.	
Eighth Ave. R. R. Co.	
Fort George & Eleventh Ave. R. R. Co.	
Forty-second St. & Grand St. Ferry R. R. Co.	
New York & Harlem R. R. Co.	
Ninth Ave. R. R. Co.	
Sixth Ave. R. R. Co.	
Thirty-fourth St. Crosstown R. R. Co.	
Twenty-third St. Ry. Co.	
*New York State Rys.[3]	A–X
East Side Traction Co.	
Ontario Light & Traction Co.	
Rochester Elec. Ry. Co., The.	
New York, Westchester & Boston Ry. (sub.)	B–X
New York, Westchester & Connecticut Traction Co	C–X
Niagara Gorge R. R. Co	C–X
Lewiston & Youngstown Frontier Ry. Co., The.	
Niagara Junction Ry. Co	C–Z
Northport Traction Co., The	C–X
Ocean Electric Ry. Co.[3]	C–X
Ogdensburg St. Ry. Co	C–X
Orange County Traction Co	C–X

NEW YORK—Continued.

Paul Smith's Electric Light & Power & R. R. Co	C–Y
Peekskill Lighting & R. R. Co	C–Y
Pelham Park & City Island Ry. (Inc.)	C–X
Penn Yan & Lake Shore Ry	C–X
Plattsburgh Traction Co	C–X
Port Jervis Traction Co	C–X
Poughkeepsie & Wappingers Falls Ry. Co	C–X
Putnam & Westchester Traction Co	C–X
Richmond Light & R. R. Co	B–Y
Rochester & Manitou R. R. Co	C–X
Rochester & Syracuse R. R. Co. (Inc.)	B–X
*Schenectady Ry. Co	A–X
Second Ave. R. R. Co.[8]	B–X
Southern Boulevard R. R	C–X
Southern New York Power & Ry. Corp	B–X
Southfield Beach R. R. Co	C–Z
Staten Island Midland Ry. Co	B–X
Suffolk Traction Co.[3]	C–X
Syracuse & Suburban R. R. Co	C–X
Syracuse & Northern Electric Ry	C–X
Third Ave. Ry. Co.[9]	A–X
Kingsbridge Ry. Co.	
Troy & New England Ry. Co	C–X
Union Ry. Co. (New York)	A–X
Bronx Traction Co., The.	
*United Traction Co.[16]	A–X
Capitol Ry. Co., The.	
Cohoes Ry. Co.	
Lansingburgh & Cohoes R. R. Co.	
Troy & Cohoes R. R. Co.	
Waterford & Cohoes R. R. Co.	
Van Brunt St. & Erie Basin R. R. Co., The	C–X
Wallkill Transit Co., The	C–X
Westchester Electric Ry. Co	B–X
Westchester St. R. R. Co	C–X
Shore Line Electric R. R. Co.	
*Western New York & Pennsylvania Traction Co	B–X
Shinglehouse R. R. Co.	
Yonkers R. R. Co	B–X

NORTH CAROLINA:

Alamance Ry. Co. (Burlington)	C–X
Asheville East Tennessee R. R. Co	C–X
Asheville Power & Light Co	B–Y
Carolina Power & Light Co. (Raleigh)	C–Y
*Durham Traction Co	C–Y
Goldsboro Electric Ry. Co	C–X
Laurel Park St. R. R. Co. (Hendersonville)	C–X
New Bern-Ghent St. Ry. Co	C–X
North Carolina Public Service Co., The (Greensboro)	C–Y
Salisbury & Spencer Ry. Co., The (North Carolina Public Service Co.)	C–Y
Southern Public Utilities Co. (Charlotte)	B–X
Tidewater Power Co	C–Y

NORTH DAKOTA:

Dents Lake & Chautauqua Electric Line[11]	C–X
Grand Forks St. Ry. Co	C–X
Northern States Power Co	C–X
Valley City St. & Interurban Ry. Co	C–X

OHIO:

Ashtabula Rapid Transit Co	C–X
Chillicothe Electric R. R., Light & Power Co., The	C–X
Cincinnati & Columbus Traction Co	C–X
Cincinnati, Georgetown & Portsmouth R. R. Co	C–X
Cincinnati, Lawrenceburg & Aurora Electric St. R. R. Co	C–X
Cincinnati, Milford & Loveland Traction Co., The	C–X
*Cincinnati Traction Co., The	A–X
Cincinnati St. Ry.	
City Ry. Co. (Dayton)	B–X
Cleveland, Alliance & Mahoning Valley R. R	C–X
Cleveland & Chagrin Falls Ry. Co., The	C–X
Cleveland & Eastern Traction Co	C–X
Cleveland, Painesville & Ashtabula R. R. Co., The	C–Y
Cleveland, Painesville & Eastern R. R. Co	B–Y
Cleveland Ry. Co., The	A–X
*Cleveland, Southwestern & Columbus Ry. Co., The	A–Y
Columbus, Delaware & Marion Electric Co	B–Y
Columbus, Magnetic Springs & Northern Ry. Co., The	C–X
Columbus, Marion & Bucyrus Ry. Co., The	C–X
Columbus, New Albany & Johnstown Traction Co	C–X
*Columbus Ry., Power & Light Co	A–Y
Columbus, Urbana & Western Electric Ry. Co., The	C–X
Dayton & Troy Electric Ry. Co	B–X
Miami Valley Ry. Co.	
Dayton, Covington & Piqua Traction Co., The	C–X

Ohio—Continued.

Dayton, Springfield & Xenia Southern Ry. Co.	C–X
Dayton St. Ry. Co., The	C–X
East Liverpool Traction & Light Co.	B–Y
Felicity & Bethel R. R. Co., The (Cincinnati)	C–X
Fostoria & Fremont Ry. Co., The	C–X
Gallipolis & Northern Traction Co., The	C–X
Hocking-Sunday Creek Traction Co., The	C–X
Interurban Ry. & Terminal Co. (Cincinnati)	B–X
*Lake Shore Electric Ry. Co.	A–X
Lancaster Traction & Power Co., The	C–X
Lebanon & Franklin Traction Co., The	C–X
Lorain St. R. R. Co., The	C–X
*Mahoning & Shenango Ry. & Light Co.	A–Y
Mansfield Public Service & Utility Co.	C–Y
Maumee Valley Rys. & Light Co.	C–X
Middletown St. Ry., The	C–Z
Minster & Loramie Ry. Co.	C–X
*Northern Ohio Traction & Light Co.	A–Y
Northwestern Ohio Ry. & Power Co.	C–Y
Oakwood St. Ry. Co., The (Dayton)	C–X
Oakwood R. R. Co.	
Ohio & Southern Traction Co., The (Columbus)	C–X
*Ohio Electric Ry. Co., The	A–Y
Cincinnati, Dayton & Toledo Traction Co.	
Columbus, Newark & Zanesville Electric Ry. Co.	
Dayton & Western Traction Co.	
Fort Wayne, Van Wert & Lima Traction Co., The	
Indiana, Columbus & Eastern Traction Co.	
Ohio River Electric Ry. & Power Co., The	C–X
Ohio Service Co., The	C–Y
Ohio Traction Co., The	B–X
Cincinnati & Hamilton Traction Co.	
Pennsylvania & Ohio Ry. Co.	C–X
Peoples Ry. Co. (Dayton)	B–X
Plymouth & Shelby Traction Co., The	C–X
Portsmouth St. R. R. & Light Co., The	B–Y
Price Hill Incline Plane R. R. Co. (Cincinnati) [1]	C–X
Sandusky, Fremont & Southern Ry. Co., The	C–X
Sandusky, Norwalk & Mansfield Electric Ry. Co., The	C–X
Scioto Valley Traction Co.[2]	B–X
Southeastern Ohio Ry. Co., The	C–X
Springfield & Washington Ry. Co., The	C–X
Springfield & Xenia Ry. Co.	C–X
Springfield Ry. Co.	B–X
Springfield Terminal Ry. & Power Co.	C–X
Stark Electric R. R. Co.	B–X
Steubenville & East Liverpool Ry. & Light Co., The	C–Y
Steubenville & Wheeling Traction Co., The	C–X
Tiffin, Fostoria & Eastern Electric Ry. Co., The	C–X
Toledo & Indiana R. R. Co., The	B–X
Toledo & Western R. R. Co.	B–Y
Toledo, Bowling Green & Southern Traction Co.	B–Y
Toledo, Fostoria & Findlay Ry. Co.	B–X
Toledo, Ottawa Beach & Northern Ry. Co., The	C–Y
*Toledo Rys. & Light Co.	A–Y
Western Ohio Ry. Co.	B–X
Youngstown & Ohio River R. R. Co., The	B–Y
Youngstown & Suburban Ry. Co.	C–X

Oklahoma:

Ardmore Ry. Co.	C–X
Bartlesville Interurban Ry. Co.	C–Y
Chickasha St. Ry. Co.	C–X
Enid City Ry. Co.	C–X
Fort Smith-Oklahoma Light & Traction Co.	C–Z
Guthrie Ry. Co., The	C–X
Lawton Ry. & Lighting Co.	C–X
Muskogee Electric Traction Co.	C–X
*Oklahoma Ry. Co.	A–X
Oklahoma Union Ry. Co.	C–X
Okmulgee Interurban Ry. Co.	C–Z
Pittsburg County Ry. Co.	C–X
Sapulpa Electric Interurban Ry. Co.	C–X
Shawnee-Tecumseh Traction Co.	C–X
Tulsa St. Ry. Co.	C–X

Oregon:

Astoria St. Ry. Co.	C–X
Kenton Traction Co. (North Portland)	C–X
*Oregon Electric Ry. Co.	A–X
Portland-Troutdale Electric Ry.	C–X
*Portland Ry., Light & Power Co.	A–Y
Southern Oregon Traction Co. (Medford)	C–X
United Rys. Co.	C–X
Willamette Valley Southern Ry. Co.	C–X

Pennsylvania:

Allegheny Valley St. Ry. Co.	C–X
Allen St. Ry. Co. (Nazareth)	C–X
Allentown & Reading Traction Co.	C–X
Kutztown & Fleetwood St. Ry. Co.	
*Altoona & Logan Valley Electric Ry. Co.	B–X
Bangor & Portland Traction Co.	C–X
*Beaver Valley Traction Co., The	B–X
Baden & Conway St. Ry. Co.	
Berwick & Nescopeck St. Ry. Co.	C–X
Blue Ridge Traction Co.	C–X
Butler Rys. Co.	C–X
Cambria Inclined Plane Co. (Johnstown) [1]	C–X
Carbon Transit Co.	C–X
Carlisle & Mt. Holly Ry. Co.	C–X
Centre & Clearfield Ry. Co.	C–X
Chambersburg & Gettysburg Electric Ry. Co.	C–X
Chambersburg & Shippensburg Ry. Co.	C–X
Chambersburg, Greencastle & Waynesboro St. Ry. Co.	C–X
*Citizens Traction Co., The (Oil City)	B–X
Clairton St. Ry. Co.	C–X
Cleveland & Erie Ry. Co.	C–X
*Conestoga Traction Co.	A–X
Christiana & Coatesville St. Ry. Co.	
Elizabethtown & Florin St. Ry. Co.	
Ephrata & Adamstown Ry. Co.	
Lancaster & Columbia Ry. Co.	
Lancaster & Eastern St. Ry. Co.	
Lancaster & Quarryville St. Ry. Co.	
Lancaster & Rocky Springs Ry. Co.	
Lancaster, Mechanicsburg & New Holland Ry. Co.	
Lancaster, Petersburg & Manheim Ry. Co.	
Lancaster, Willow St., Lampeter & Strasburg Ry. Co.	
New Holland, Blue Ball & Terre Hill St. Ry. Co.	
Rohrerstown, Landisville & Mount Joy St. Ry. Co.	
Corry & Columbus Traction Co.	C–X
Cumberland Ry. Co.	C–X
Danville & Sunbury Transit Co.	C–X
Deodate & Hershey St. Ry. Co.	C–X
DuBois Traction Co.	C–X
Duquesne & Dravosburg St. Ry. Co.	C–X
Duquesne Inclined Plane Co.[1]	C–X
East End Passenger Ry. Co. (Williamsport)	C–X
Eastern Pennsylvania Rys. Co.	C–X
Easton Transit Co.	B–X
Pennsylvania Motor Co.	
Elizabethtown & Deodate St. Ry. Co.	C–X
Ephrata & Lebanon Traction Co.	C–X
Ephrata & Lebanon St. Ry. Co.	
Fairchance & Smithfield Traction Co.	C–X
Fairmount Park Transportation Co.	C–X
Frankford, Tacony & Holmesburg St. Ry. Co.	C–X
Hanover & McSherrystown St. Ry. Co.	C–X
Harrisburg Rys. Co.	A–X
Harrisburg City Passenger Ry. Co.	
Harrisburg Traction Co.	
Citizens Passenger Ry. Co.	
East Harrisburg Passenger Ry. Co.	
Middletown, Highspire & Steelton St. Ry. Co.	
Hershey Transit Co.	C–X
Highland Grove Traction Co. (McKeesport)	C–X
Homestead & Mifflin St. Ry. Co.	C–X
Huntington, Lewistown & Juniata Valley Traction	C–X
Indiana County St. Ry. Co.	C–X
Irwin-Herminie Traction Co., The	C–X
Jefferson Traction Co.	C–X
Mahoning Valley St. R. R. Co.	
Jersey Shore & Antes Fort R. R.	C–X
Jersey Shore Electric St. Ry. Co.	C–X
Johnstown Traction Co.	B–X
Lackawanna & Wyoming Valley R. R. Co.[3] (sub.)	B–X
Lancaster & York Furnace St. Ry. Co.	C–X
Lehigh Traction Co.	C–X
Lehigh Valley Transit Co.	A–Y
Bethlehem & Nazareth Passenger Ry. Co.	
Norristown Transit Co.	
Lewisburg, Milton & Watsontown Passenger Ry. Co.	C–X
Lewistown & Reedsville Electric Ry. Co., The	C–X
Lykens Valley Ry. Co.	C–X
Montgomery Transit Co.	C–X
Monongahela Inclined Plane Co. (Pittsburgh)[1]	C–X
Montoursville Passenger Ry. Co.	C–X
Mount Penn Gravity R. R. Co.	C–X
Neversink Mountain Ry. Co.	C–X

PENNSYLVANIA—Continued.

North Branch Transit Co. ..... C-X
Northampton Traction Co. ..... C-X
Northern Cambria St. Ry. Co. ..... C-X
*Northwestern Penn. Ry. Co. ..... B-X
Northwestern Connecting Ry. Co.
Ohio River Passenger Ry. Co., The ..... C-X
Oley Valley Ry. Co. ..... C-X
Panama Traction Co. (Youngsville-Sugar Grove)[11] ..... C-X
Patterson Heights St. Ry. Co. ..... C-X
Pennsylvania & Maryland St. Ry. Co. ..... C-X
Pennsylvania-New Jersey Ry. Co. ..... C-X
Peoples St. Ry. Co. of Nanticoke & Newport ..... C-X
Philadelphia & Easton Electric Ry. Co. ..... C-X
Philadelphia & West Chester Traction Co. ..... B-X
Ardmore & Llanarch St. Ry. Co.
Philadelphia & Garrettford St. Ry. Co.
Philadelphia & Western Ry. Co.[3] ..... B-X
Philadelphia Rys. Co. ..... C-X
*Philadelphia Rapid Transit Co.[3] (elev. and sub.) ..... A-X
Chester & Philadelphia Ry. Co.
Darby & Yeadon Ry. Co.
Darby, Media & Chester St. Ry.
Doylestown & Willow Grove Ry.
Fairmount Park-Haddington Passenger Ry. Co.
Market St. Elevated Passenger Ry. Co.
Philadelphia & Willow Grove St. Ry.
Union Traction Co. of Philadelphia.
Electric Traction Co.
Citizens East End St. Ry. Co.
Citizens Passenger Ry. Co.
Frankford & Southwark Philadelphia City Pass. Ry. Co.
Lehigh Ave. Ry. Co.
Second & Third Sts. Passenger Ry. Co.
Hestonville, Mantua & Fairmont Passenger R. R. Co.
Peoples Traction Co.
Beach St. Connecting Ry. Co.
Centennial Pass. Ry. Co.
CentennialPassenger Ry. Co.
Germantown Passenger Ry. Co.
Girard Ave. Passenger Ry. Co.
Green & Coates Sts., Philadelphia Passenger Ry. Co.
Hillcrest Ave. Passenger Ry. Co.
Northern Passenger Ry. Co.
Peoples Passenger Ry. Co.
Philadelphia, Cheltenham & Jenkintown Passenger Ry. Co.
Philadelphia Traction Co.
Catherine & Bainbridge Sts. Ry.
Continental Passenger Ry. Co.
Empire Passenger Ry. Co.
Huntingdon St. Connecting Passenger Ry.
Kessler St. Connecting Passenger Ry.
Philadelphia & Darby Ry. Co.
Philadelphia & Grays Ferry Passenger Ry. Co.
Philadelphia City Passenger Ry.
Ridge Ave. Connecting Ry. Co.
Ridge Ave. Passenger Ry.
Seventeenth & Nineteenth Sts. Passenger Ry. Co.
Thirteenth & Fifteenth Sts. Passenger Ry. Co. of Philadelphia.
Twenty-second St. & Allegheny Ave. Passenger Ry.
Union Passenger Ry. Co.
Walnut St. Connecting Passenger Ry.
West Philadelphia Passenger Ry. Co.
Snyder Ave. Ry. Co.
Phoenixville-Valley Forge & Strafford Electric Ry. Co., The ..... C-X
Pittsburgh & Beaver St. Ry. Co. ..... C-X
Pittsburgh, Harmony, Butler & New Castle Ry. Co. ..... B-X
Pittsburgh, Mars & Butler Ry. Co. ..... B-X
*Pittsburgh Rys. Co.[8] (sub.) ..... A-X
Allenport & Roscoe Elevated St. Ry.
Ambridge Dixmont Emsworth St. Ry. Co.
Bates St. Ry. Co.
Bon Air St. Ry. Co.
Brereton Ave. St. Ry. Co.

PENNSYLVANIA—Continued.

Pittsburgh Rys. Co. (sub.)—Continued.
Carnegie, Heidelberg & Bridgeville St. Ry. Co.
Carrick & Baldwin St. Ry. Co.
Consolidated Traction Co.
Allegheny Traction Co.
Ardmore St. Ry.
Aspinwall St. Ry. Co.
Bellefield St. Ry. Co.
Bloomfield St. Ry. Co.
Central Passenger Ry. Co.
Central Traction Co.
Central Transit Co.
Citizens Passenger Ry. Co.
Citizens Traction Co.
Duquesne St. Ry. Co.
Duquesne Traction Co.
Fort Pitt St. Passenger Ry. Co.
Fort Pitt Traction Co.
Gross St. Ry. Co.
Highland Park & Butler St. Ry.
Highland Park Passenger Ry.
Lacock St. Ry. Co.
Millvale, Etna & Sharpsburg St. Ry. Co.
Monongahela St. Ry. Co.
Morningside Electric St. Ry.
Negley St. Ry. Co.
Park Ave. St. Ry. Co.
Penn St. Ry. Co.
Pittsburgh, Oakland & East Liberty Passenger Ry. Co.
Pittsburgh Traction Co.
Suburban Rapid Transit St. Ry.
Transverse Passenger Ry. Co.
Crafton & Chartiers Valley Traction Co.
McKees Rocks & Allegheny St. Ry. Co.
Mount Washington St. Ry. Co.
Pine Run St. Ry. Co.
Pittsburgh & Castle Shannon R. R. Co.
Pittsburgh & West End Passenger Ry. Co.
Pittsburgh, Cannonsburg & Washington Ry. Co.
Pittsburgh, Crafton & Mansfield St. Ry. Co.
Pittsburgh, Neville Island & Coraopolis Ry.
Pittsburgh Southern St. Ry. Co.
Rosslyn St. Ry. Co.
Seventeenth St. Incline Plane Co.
Tustin St. Ry. Co.
United Traction Co. of Pittsburgh.
Allegheny, Bellevue & Perryville Ry.
Allegheny, Evergreen & Millvale St. Ry. Co.
Ben Avon & Emsworth St. Ry. Co.
Birmingham, Knoxville & Allentown Traction Co.
Brownsville Ave. St. Ry.
Cedar Ave. St. Ry. Co.
Corey Ave. St. Ry. Co.
East McKeesport St. Ry. Co.
Federal St. & Pleasant Valley Passenger Ry. Co.
Glenwood & Dravosburg Electric St. Ry. Co.
Homestead St. Ry. Co.
McKeesport & Reynoldton Passenger Ry. Co.
Mt. Oliver Incline Ry. Co.
North End Passenger Ry. Co.
Pittsburgh, Allegehny & Manchester Pass. Ry.
Pittsburgh, Allegheny & Manchester Traction Co.
Pittsburgh & Birmingham Pass. R. R. Co.
Pittsburgh & Birmingham Traction Co.
Pittsburgh & Charleroi St. Ry. Co.
Pittsburgh Incline Plane Co.
Pittsburgh Union Pass. Ry.
Second Ave. Pass. Ry. Co.
Second Ave. Traction Co.
Second Ave. Traction Co., The
South Side Pass. R. R. Co.
Superior Ave. & Shady Ave. St. Ry. Co.
Turtle Creek Valley Elec. Ry. Co.
West Liberty St. Ry. Co.
Virginia Ave. St. Ry. Co.
Washington & Cannonsburg Ry.
Washington & Claysville St. Ry.
West End, Mt. Wash. & Banksville St. Ry.
West End Traction Co.
West Liberty & Sub. St. Ry.
West Shore Elec. St. Ry.

PENNSYLVANIA—Continued.
- Pottstown & Phoenixville Ry. Co. ..... C–X
  - *Montgomery & Chester Electric Ry. Co.*
  - *Pottstown Passenger Ry. Co.*
- Pottsville Union Traction Co. ..... B–X
  - *Coal Castle Electric Ry. Co.*
  - *Port Carbon & Middleport Electric Ry. Co.*
  - *Pottsville & Reading Ry.*
  - *Pottsville & St. Clair Electric Ry. Co.*
  - *Schuylkill Electric Ry. Co.*
  - *Schuylkill Haven & Orwigsburg St. Ry.*
  - *Tamaqua-Pottsville Electric R. R.*
- Reading Transit & Light Co. ..... A–X
  - *Lebanon Valley St. Ry. Co.*
  - *Reading Traction Co.*
    - *Adamstown & Mohnsville Electric Ry. Co.*
    - *East Reading Electric Ry. Co.*
    - *Reading & Southwestern St. Ry.*
    - *Reading & Temple Electric Ry.*
    - *Reading City Pass. Ry.*
  - *Schuylkill Valley Traction Co.*
    - *Citizens Pass. Ry. Co.*
    - *Collegeville Electric Ry. Co.*
    - *Conshohocken Ry. Co.*
    - *Montgomery County Passenger Ry. Co.*
    - *Norristown Passenger Ry. Co.*
  - *Roxboro, Chestnut Hill & Norristown Ry.*
    - *Trappe & Limerick Electric St. Ry.*
    - *Wissahickon Electric Pass. Ry.*
- St. Clair Incline Plane Co. (Pittsburgh [1] ..... C–X
- Schuylkill Ry. Co. ..... B–Y
  - *Schuylkill County Ry. Co.*
- Scranton & Binghamton R. R. Co. ..... B–X
  - *Northern Electric St. Ry. Co.*
- Scranton & Binghamton Traction Co. ..... C–X
- *Scranton Ry. Co. ..... A–X
  - *Scranton, Dunmore & Moosic Lake R. R. Co.*
- Shamokin & Edgewood Electric Ry. Co. ..... C–X
  - *Shamokin Extension Electric Ry. Co.*
- Shamokin & Mt. Carmel Transit Co. ..... C–X
  - *Mount Carmel & Locust Gap Gap Transit Co.*
- Slate Belt Electric St. Ry. Co ..... C–X
- South Bethlehem & Saucon St. Ry. Co. ..... C–X
- South Side Passenger Ry. Co. (Williamsport) ..... C–X
- Southern Cambria Ry. Co. ..... C–X
- Southern Pennsylvania Traction Co. ..... B–X
  - *Chester & Delaware St. Ry. Co.*
  - *Chester & Eddystone St. Ry. Co.*
  - *Chester Traction Co.*
    - *Chester & Media Electric Ry. Co.*
    - *Chester, Darby & Philadelphia Ry. Co.*
    - *Chester St. Ry. Co.*
    - *Union Ry. Co. of Chester, Pa.*
  - *Delaware County & Philadelphia Electric Ry. Co.*
  - *Media, Glen Riddle & Rockdale Electric St. Ry. Co.*
- Stroudsburg Traction Co. ..... C–X
- Sunbury & Susquehanna Ry. ..... C–X
- Susquehanna Traction Co. ..... C–X
- Tarentum, Brackenridge, & Butler St. Ry. Co. ..... C–X
- Titusville Traction Co. ..... C–X
- Trenton, Bristol & Philadelphia St. Ry. Co ..... C–X
- United Traction St. Ry. Co. (Dubois ..... C–X
- Vallamont Traction Co ..... C–X
- Valley Rys. ..... B–X
- Warren & Jamestown St. Ry. Co. ..... C–X
- Warren St. Ry. Co. ..... C–X
- Waverly, Sayre & Athens Traction Co. ..... C–X
- West Chester, Kennett & Wilmington Electric Ry. Co. ..... C–X
- West Chester St. Ry. Co. ..... C–X
- West Penn Rys. Co. ..... A–X
  - *Kittanning & Leechburg Rys. Co.*
  - *Oakdale & McDonald St. Ry. Co.*
  - *Pittsburgh & Allegheny Valley Traction Co.*
- Webster, Monessen, Belle Vernon & Fayette City St. Ry. Co. ..... C–X
- Westmoreland County Ry. Co. ..... C–X
- Westside Electric St. Ry. Co. ..... C–X
- Whitehall St. Ry. Co. ..... C–X
- Wilkes-Barre & Hazleton Ry. Co.[3] ..... B–X
  - *Wilkes-Barre Terminal R. R. Co.*

PENNSYLVANIA—Continued.
- *Wilkes-Barre Ry. Co. ..... A–X
  - *Wilkes-Barre & Hanover St. Ry. Co.*
  - *Wilkes-Barre & Luzerne St. Ry. Co.*
  - *Wilkes-Barre & Wyoming Valley Traction Co.*
    - *Coalville Passenger R. R. Co.*
    - *Nanticoke St. Ry. Co.*
    - *Pittston & Avoca St. Ry. Co.*
    - *Pittston, Moosic & Pleasant Valley St. Ry. Co.*
    - *Pittston St. Car Co.*
    - *Plymouth & Larksville Ry. Co., The*
    - *Plymouth St. Ry. Co.*
    - *West Pittston & Wyoming St. Ry. Co.*
    - *Wilkes-Barre & East Side Ry. Co.*
    - *Wilkes-Barre & Kingston Passenger Ry. Co.*
    - *Wilkes-Barre & Plains St. Ry. Co.*
    - *Wilkes-Barre & Suburban St. Ry. Co.*
    - *Wilkes-Barre & West Side Ry. Co.*
    - *Wilkes-Barre, Dallas & Harvey's Lake Ry. Co.*
- Williamsport Passenger Ry. Co. ..... C–X
- Woodlawn & Southern St. Ry. ..... C–X
- York Rys. Co. ..... B–X

RHODE ISLAND:
- *Rhode Island Company, The[4] (sub.) ..... A–X
  - *Pawtucket St. Ry. Co.*
  - *Providence & Danielson Ry. Co.*
  - *Rhode Island Suburban Ry. Co.*
  - *Sea View R. R. Co.*
  - *Union R. R. Co.*
- Newport & Providence Ry. Co. ..... C–X

SOUTH CAROLINA:
- Carolina Traction Co. (Rock Hill)[2] ..... C–X
- *Charleston Consolidated Ry. & Lighting Co. ..... B–X
  - *Charleston Consolidated Ry., Gas & Elec. Co.*
- Charleston-Isle of Palms Traction Co. ..... C–Y
- Columbia Ry., Gas & Elec. Co. ..... B–Y
- Piedmont & Northern Ry. Co. ..... A–X
- South Carolina Light, Power & Rys. Co. ..... C–Y
- Southern Public Utilities Co. (Greenville) ..... C–X

SOUTH DAKOTA:
- Aberdeen R. R. Co. ..... C–X
- Sioux Falls Traction System ..... C–X

TENNESSEE:
- Bristol Traction Co. ..... C–Z
- *Chattanooga Ry. & Light Co. ..... B–Y
- Chattanooga Traction Co. ..... C–X
- Citizens St. Ry. (Clarksville) ..... C–X
- Jackson Ry. & Light Co. ..... C–Y
- Johnson City Traction Corp. ..... C–X
- *Knoxville Ry. & Light Co. ..... B–Y
- Memphis & Lake View Ry. Co. ..... C–X
- Memphis & Rugby R. R. Co.[2] ..... C–X
- *Memphis St. Ry. Co. ..... A–X
- Nashville Interurban Ry. ..... C–X
- *Nashville Ry. & Light Co. ..... A–Y
- Nashville Traction Co. ..... C–X
- Union Traction Co. ..... C–X

TEXAS:
- Abilene St. Ry. Co. ..... C–X
- Amarillo St. Ry. Co. ..... C–X
- Austin St. Ry. Co. ..... B–X
- Beaumont Traction Co. ..... C–X
- Brownsville St. & Interurban R. R. Co. ..... C–X
- Bryan & College Interurban Ry. Co. ..... C–X
- Corpus Christi Ry. & Light Co. ..... C–Y
- Dallas Ry. Co. ..... A–X
- Dallas Standard Traction Co. ..... C–X
- Dallas St. Ry. Co. ..... C–X
- Denton Traction Co. ..... C–X
- El Paso Electric Ry. Co. ..... B–Y
- *Galveston Electric Co. ..... B–Y
- Galveston, Houston Electric Ry. Co. ..... B–X
- Greenville Ry. & Light Co. ..... C–X
- Houston Electric Co. ..... A–X
  - *Westmoreland St. Ry.*
- Jefferson County Traction Co. ..... C–X
- Laredo Electric & Ry. Co. ..... C–Y
- Longview & Junction Ry. ..... C–X
- Marshall Traction Co. ..... C–X
- Mineral Heights St. Ry. Co. ..... C–X

TEXAS—Continued.
*Northern Texas Traction Co. ..... A–X
Paris Transit Co. ..... C–X
Port Arthur Traction Co. ..... C–X
Pier Ry. Co.
Rio Grande Valley Traction Co. ..... C–X
San Antonio Public Service Co. ..... A–Y
Seguin Traction Co.[10] ..... C–Z
Southwestern Traction Co. ..... C–X
Tarrant County Traction Co. ..... C–X
Texas City St. Ry. Co. ..... C–X
Texas Electric Ry. ..... A–X
Wichita Falls Traction Co. ..... C–X

UTAH:
Bamberger Electric R. R. Co. ..... B–X
Salt Lake Terminal Co.
Salt Lake & Utah R. R. Co. ..... B–X
Utah-Idaho Central R. R. Co. ..... B–X
Utah Light & Traction Co. ..... A–X

VERMONT:
*Barre & Montpelier Traction & Power Co. ..... C–X
Bellows Falls & Saxtons River St. Ry. Co. ..... C–X
Burlington Traction Co. ..... C–X
Military Post St. Ry. Co. (Burlington) ..... C–X
Mount Mansfield Electric R. R. Co. ..... C–X
Rutland Ry., Light & Power Co. ..... C–Y
St. Albans & Swanton Traction Co. ..... C–X
Springfield Electric Ry. Co. ..... C–X
Twin State Gas & Electric Co. (Brattleboro) ..... C–X

VIRGINIA:
Blue Ridge Light & Power Co. (Staunton) ..... C–X
Charlottesville & Albemarle Ry. Co. ..... C–Y
Danville Traction & Power Co. ..... C–X
*Lynchburg Traction & Light Co. ..... B–Y
Mill Mountain Incline (Roanoke)[1] ..... C–X
Newport News & Hampton Ry., Gas & Electric Co. ..... B–Y
Norfolk City & Suburban Ry. Co. ..... C–Z
Petersburg & Appomattox Ry. ..... B–X
Radford Water Power Co. ..... C–X
Richmond & Chesapeake Bay Ry. Co. ..... C–X
Richmond & Rappahannock River Ry. Co. ..... C–X
*Roanoke Ry. & Electric Co. ..... B–Y
Tazewell St. Ry. Co. ..... C–X
*Virginia Ry. & Power Co. ..... A–Y
Norfolk Ry. & Light Co.
Washington & Old Dominion Ry.[17] ..... B–X
Washington-Virginia Ry. Co. ..... B–X

WASHINGTON:
Gray's Harbor Ry. & Light Co. ..... C–X
Lewiston-Clarkston Transit Co. ..... C–X
Loyal Ry. Co. (Seattle) ..... C–X
North Coast Power Co. ..... C–Y
Olympia Light & Power Co. ..... C–Y
Pacific Northwest Traction Co. (Seattle) ..... B–Y
Pacific Traction Co. ..... C–X
Puget Sound Electric Ry.[3] ..... B–Y
Puget Sound International Ry. & Power Co. ..... C–Y
*Puget Sound Traction, Light & Power Co.[6] ..... A–Y
Seattle & Rainier Valley Ry. ..... B–X
Seattle Municipal St. Ry.[5] ..... C–X
*Spokane & Inland Empire R. R. Co. ..... A–Y
Tacoma Municipal Ry.[5] ..... C–Z
*Tacoma Ry. & Power Co.[6] ..... A–Y
Walla Walla Valley Ry. Co. ..... C–X
*Washington Water Power Co., The (Spokane) ..... B–Y
Western Washington Power Co. (Seattle) ..... C–X
Willapa Electric Co. ..... C–Y
Yakima Valley Transportation Co. ..... C–X

WEST VIRGINIA:
Appalachian Power Co. (Bluefield) ..... C–X
Charleston-Dunbar Traction Co. ..... C–X
Charleston Interurban R. R. Co. ..... B–X
City Ry. Co. (Wheeling) ..... C–X
Grafton Light & Power Co. ..... C–X
Kanawha Traction & Electric Co. ..... B–Y
Lewisburg & Ronceverte Electric Ry. Co. ..... C–X
Monongahela Valley Traction Co. (Fairmont) ..... A–Y
Newell Bridge & Ry. Co., The ..... C–X
Newell St. Ry. Co., The.

WEST VIRGINIA—Continued.
Ohio Valley Electric Ry. Co. (Huntington) ..... B–X
Pan Handle Traction Co. (Wheeling) ..... C–X
Princeton Power Co. ..... C–Y
South Morgantown Traction Co. ..... C–X
Steubenville, Wellsburg & Weirton Ry. Co. ..... C–X
Steubenville Ry. Co., The.
Tyler Traction Co. (sub.) ..... C–X
Union Traction Co. ..... C–X
Wellsburg, Bethany & Washington R. R. Co. ..... C–X
West Virginia Traction & Electric Co. ..... B–Y
Bellaire-Southwestern Traction Co.
Wheeling Traction Co. ..... A–X
Wheeling & Western Ry. Co., The.

WISCONSIN:
Ashland Light, Power & St. Ry. Co. ..... C–X
Bay Shore St. Ry. Co. (Green Bay) ..... C–X
Beloit Traction Co. ..... C–X
Chicago & Milwaukee Electric Ry. Co. of Wisconsin ..... C–X
Chicago, Harvard & Geneva Lake Ry. Co. ..... C–X
Eastern Wisconsin Electric Co. (Oshkosh, Sheboygan & Fond du Lac divisions) (sub.) ..... C–Y
Grand Rapids St. R. R. ..... C–X
Janesville Traction Co. ..... C–X
La Crosse & Onalaska St. Ry. Co. ..... C–X
Madison Rys. Co. ..... B–X
Manitowoc & Northern Traction Co. ..... C–X
*Milwaukee Electric Ry. & Light Co. ..... A–X
Milwaukee Light, Heat & Traction Co. ..... A–X
Milwaukee Northern Ry. Co. ..... B–X
Waupaca Electric Service & Ry. Co. ..... C–Y
Wisconsin Gas & Electric Co. (Kenosha) ..... C–X
Wisconsin-Minnesota Light & Power Co. (Eau Claire) ..... C–X
Wisconsin Public Service Co. ..... C–X
Wisconsin Ry., Light & Power Co. (La Crosse) ..... C–Y
Wisconsin Traction, Light, Heat & Power Co. ..... C–X
WisconsinValley Electric Co. ..... C–Y

WYOMING:
Cheyenne Electric Ry. Co. ..... C–X
Sheridan Ry. & Light Co. ..... C–X

OUTLYING TERRITORY.

HAWAII:
Honolulu Rapid Transit & Land Co. ..... B–X

PORTO RICO:
Mayaguez Tramway Co.[2] ..... C–X
Ponce Ry. & Light Co. ..... C–Y
Porto Rico Ry., Light & Power Co. ..... B–X

ELECTRIFIED DIVISIONS OF STEAM ROADS.

Butte, Anaconda & Pacific Ry. Co.[4]
a Central New York Southern R. R. Corp.
a Chattahoochee Valley Ry. Co. (Georgia).[2]
Chicago, Burlington & Quincy R. R. Co. (Deadwood branch).
a Chicago, Milwaukee & St. Paul Ry. Co. (Montana-Idaho).
a Erie R. R. Co. (Rochester Division).
Gallatin Valley Ry. (Montana).
a Long Island R. R. Co.[12]
a Los Angeles & San Diego Beach Ry. Co.
Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Co.[13]
a New York Central R. R. Co. (Harlem & Hudson Divisions)[12]
New York, New Haven & Hartford R. R. Co.:
a Main line.[3]
a Berlin-Middletown branch.
Canaan branch.
Nantasket Beach branch.
a New Canaan branch.
a Providence, Warren & Bristol branch.
Suffolk branch.
a Vernon-Rockville branch.
West Thompson branch.
Norfolk Southern R. R. Co.—Norfolk, Cape Henry & Va. Beach.
a Norfolk & Western Ry. Co. (Bluefield-Vivian branch).
a Northwestern Pacific R. R. Co.[12]
a Ocean Shore R. R. Co. (California).
Pacific Coast Ry. Co.
Pennsylvania R. R. Paoli Division.

Pennsylvania Tunnel & Terminal Co.[12]
Peoria Ry. Terminal Co. (Illinois).
Rock Island Southern R. R. Co.[4]
Rock Island Southern Ry. Co.
[b] St. Louis Water Works Ry. (St. Louis, Missouri).[5]
Sand Springs Ry. Co. (Oklahoma).[4]
Southern Pacific Co.—Pacific System:
Oakland, Alameda & Berkeley Suburban lines (California).
[a] City St. car lines (Oregon).
[a] Interurban lines (Oregon).
[a] Tidewater Southern Ry. Co. (California).
West Jersey & Seashore R. R.[3]

ELECTRIFIED TUNNELS, STEAM ROADS.

Baltimore & Ohio R. R. (Baltimore, Md.).[12]
Boston & Maine R. R. (Hoosac tunnel, Massachusetts).
Michigan Central R. R. (Detroit River tunnel).[3]
St. Clair Tunnel Co. (St. Clair River tunnel).
Great Northern Ry. Co. (Cascade tunnel, Washington).

MISCELLANEOUS.

Chicago Tunnel Co.
Bingham Central Ry., Utah.
Alaska-Gastineau Mining Co., Alaska.

[a] Physical data only.
[b] Owned by the St. Louis Water Department and operated for transportation of coal, supplies, and employees. Freight is handled by steam and passengers by electric cars.
[1] Cable.
[2] Storage-battery cars.
[3] Overhead trolley and third rail.
[4] Overhead trolley and steam.
[5] Municipal.
[6] Overhead trolley and cable.
[7] Overhead trolley and gas-electric cars.
[8] Steam.
[9] Overhead and conduit trolley.
[10] Animal traction.
[11] Gasoline-engine cars.
[12] Third rail.
[13] Gas-electric cars.
[14] Conduit trolley and storage-battery cars.
[15] Conduit trolley.
[16] Overhead trolley and animal traction.
[17] Overhead trolley, conduit trolley, and steam.
[18] Gas-electric cars and steam.
* Included in Table 5, p. 16, "Comparative summary of 110 companies."

GENERAL TABLES.

The tables listed below contain the fundamental data obtained at the 1917 census of electric railways.

TABLE 141.—TRACK MILEAGE, BY GEOGRAPHIC DIVISIONS AND STATES:

	Division and state.	Census year.	Grand total.	Miles of running track.							
				Total.	Main track.				Sid[illegible]	T[illegible]	
					Total.	Road or first track (miles of line).	Second track.	Other main track (thi[illegible] f[illegible]			
1	UNITED STATES	1917	[1] 44,835.37	43,364.83	41,446.67	32,547.58	8,[illegible]				
2		1912	[7] 41,064.82	(8)	38,333.62	30,437.86	7,[illegible]				
3		1907	[14] 34,403.56	(8)	32,485.87	25,547.19	6,93[illegible]				
	GEOGRAPHIC DIVISIONS:										
4	New England	1917	5,558.19	5,377.54	5,174.11	4,345.91	828.20				
5		1912	5,294.55	(8)	4,959.60	4,216.26	743.34	...			
6		1907	4,883.39	(8)	4,612.10	3,955.69	656.41	...			
7	Middle Atlantic	1917	10,572.25	10,157.96	9,811.06	7,216.63	2,451.41	143			
8		1912	10,043.03	(8)	9,402.14	6,980.09	2,422.05	(8)			
9		1907	8,829.98	(8)	8,307.18	6,198.72	2,108.46	(8)			
10	East North Central	1917	12,670.86	12,281.18	11,766.65	9,650.17	2,083.86	32.62			
11		1912	11,809.69	(8)	11,096.19	9,170.53	1,925.66	(8)			
12		1907	10,342.17	(8)	9,809.15	8,128.24	1,680.91	(8)	53.		
13	West North Central	1917	3,665.42	3,515.03	3,339.58	2,527.11	812.47	.....	175.4		
14		1912	3,098.62	(8)	2,864.96	2,129.73	735.23	(8)	233.66		
15		1907	2,508.36	(8)	2,365.95	1,704.47	661.48	(8)	142.41		
16	South Atlantic	1917	3,277.86	3,186.63	3,049.83	2,397.39	652.44	.....	136.80		
17		1912	2,962.28	(8)	2,782.65	2,199.21	583.44	.....	179.63	(8)	
18		1907	2,300.73	(8)	2,204.60	1,717.22	487.38	.....	96.13	(8)	
19	East South Central	1917	1,450.20	1,409.23	1,377.46	1,073.47	303.99	.....	31.77	40.97	
20		1912	1,287.26	(8)	1,225.11	948.45	276.66	.....	62.15	(8)	
21		1907	1,064.69	(8)	998.92	761.73	237.19	.....	65.77	(8)	
22	West South Central	1917	1,682.37	1,639.82	1,582.01	1,338.23	243.78	.....	57.81	42.55	[illegible] 1,6[illegible]
23		1912	1,376.23	(8)	1,296.23	1,105.62	190.61	.....	80.00	(8)	1,24[illegible]
24		1907	841.22	(8)	799.61	649.44	150.17	.....	41.61	(8)	721.[illegible]
25	Mountain	1917	1,268.58	1,236.58	1,147.96	940.33	207.30	0.33	88.62	32.00	1,223.55
26		1912	1,007.32	(8)	937.75	793.96	143.79	(8)	69.57	(8)	897.49
27		1907	601.39	(8)	567.76	434.82	132.94	(8)	33.63	(8)	593.64
28	Pacific	1917	4,689.64	4,560.86	4,198.01	3,058.34	1,072.63	67.04	362.85	128.78	[illegible] 4,490.09
29		1912	4,185.84	(8)	3,768.99	2,894.01	874.98	(8)	416.85	(8)	4,058.85
30		1907	3,031.63	(8)	2,820.60	1,996.86	823.74	(8)	211.03	(8)	3,001.02
	NEW ENGLAND:										
31	Maine	1917	577.00	564.71	533.19	511.51	21.68	.....	31.52	12.29	470.39
32		1912	536.38	(8)	506.68	486.16	20.52	.....	29.70	(8)	430.01
33		1907	424.06	(8)	404.05	387.26	16.79	.....	20.01	(8)	424.06
34	New Hampshire	1917	203.37	199.18	188.80	176.41	12.39	.....	10.38	4.19	172.86
35		1912	246.26	(8)	232.02	217.42	14.60	.....	14.24	(8)	215.54
36		1907	247.10	(8)	235.10	225.12	9.98	.....	12.00	(8)	247.10
37	Vermont	1917	107.95	106.56	98.56	92.60	5.96	.....	8.00	1.39	107.95
38		1912	102.85	(8)	97.32	96.65	0.67	.....	5.53	(8)	102.85
39		1907	124.31	(8)	117.48	116.81	0.67	.....	6.83	(8)	124.31
40	Massachusetts	1917	3,166.81	3,045.97	2,956.86	2,424.00	532.86	.....	89.11	120.84	[10] 2,580.94
41		1912	3,010.48	(8)	2,802.39	2,328.30	474.09	.....	208.09	(8)	2,467.17
42		1907	2,886.85	(8)	2,721.85	2,278.12	443.73	.....	165.00	(8)	2,339.88
43	Rhode Island	1917	414.35	398.76	374.73	320.26	54.47	.....	24.03	15.59	56.56
44		1912	395.71	(8)	358.48	309.14	49.34	.....	37.23	(8)	54.77
45		1907	419.92	(8)	385.23	329.18	56.05	.....	34.69	(8)	146.97
46	Connecticut	1917	1,088.71	1,062.36	1,021.97	821.13	200.84	.....	40.39	26.35	755.34
47		1912	1,002.87	(8)	962.71	778.59	184.12	.....	40.16	(8)	690.77
48		1907	781.15	(8)	748.39	619.20	129.19	.....	32.76	(8)	563.34
	MIDDLE ATLANTIC:										
49	New York	1917	4,893.49	4,677.73	4,492.34	2,895.04	1,456.78	140.52	185.39	215.76	[12] 3,801.55
50		1912	4,605.44	(8)	4,274.2[illegible]	2,813.57	1,460.71	(8)	331.16	(8)	3,817.40
51		1907	3,884.74	(8)	3,595.54	2,409.66	1,185.88	(8)	289.20	(8)	2,877.14
52	New Jersey	1917	1,354.35	1,285.88	1,260.16	902.09	358.07	.....	25.72	68.47	756.24
53		1912	1,319.85	(8)	1,230.31	897.33	332.98	.....	89.54	(8)	738.75
54		1907	1,324.12	(8)	1,262.09	884.85	377.24	.....	62.03	(8)	926.99
55	Pennsylvania	1917	4,324.41	4,194.35	4,058.56	3,419.50	636.56	2.50	135.79	130.06	2,339.48
56		1912	4,117.74	(8)	3,897.55	3,269.19	628.36	(8)	220.19	(8)	2,159.87
57		1907	3,621.12	(8)	3,449.55	2,904.21	545.34	(8)	171.57	(8)	1,811.98
	EAST NORTH CENTRAL:										
58	Ohio	1917	4,299.18	4,171.80	4,042.76	3,371.48	663.10	8.18	129.04	127.38	3,400.24
59		1912	4,069.12	(8)	3,851.95	3,227.84	624.11	(8)	217.17	(8)	2,946.71
60		1907	3,767.10	(8)	3,595.97	3,070.38	525.59	(8)	171.13	(8)	2,718.08
61	Indiana	1917	2,353.18	2,312.56	2,202.52	2,037.58	162.06	2.88	110.04	40.62	1,711.89
62		1912	2,301.34	(8)	2,182.15	2,038.97	143.18	(8)	119.19	(8)	1,788.83
63		1907	1,932.93	(8)	1,840.74	1,714.61	126.13	(8)	92.19	(8)	1,159.68
64	Illinois	1917	3,478.47	3,342.71	3,186.23	2,345.28	819.51	21.43	156.49	135.76	3,395.11
65		1912	3,125.84	(8)	2,897.60	2,182.04	715.56	(8)	228.24	(8)	3,044.12
66		1907	2,776.46	(8)	2,617.84	1,944.69	673.15	(8)	158.62	(8)	2,302.95
67	Michigan	1917	1,749.90	1,693.21	1,600.00	1,319.33	280.54	0.13	93.21	56.69	1,385.23
68		1912	1,507.26	(8)	1,396.29	1,139.65	256.64	(8)	110.97	(8)	1,248.67
69		1907	1,275.03	(8)	1,183.93	982.34	201.58	(8)	91.11	(8)	1,275.03
70	Wisconsin	1917	790.13	760.90	735.15	576.50	158.65	.....	25.75	29.23	790.13
71		1912	805.13	(8)	768.20	582.03	186.17	.....	37.93	(8)	798.13
72		1907	590.65	(8)	570.68	416.22	154.46	.....	19.97	(8)	590.65

(See footnotes at end of table, pp. 122, 123.)

1917, 1912, AND 1907; HAWAII AND PORTO RICO: 1917 AND 1907.

Leased.	Operated under trackage rights.	Classified according to motive power. Electric. Total.	Line transmission. Overhead trolley.	Third rail.	Conduit trolley.	Other.	Cable.	Animal traction.	Steam.	Other.	Surface.	Elevated.	Subways and tunnels.	City and suburban lines.	Interurban lines.	
[8] 7,917.60	1,589.31	44,676.51	[4] 42,490.71	[6] 1,689.37	361.54	[8] 137.07	45.32	11.16	41.03	[8] 61.35	44,119.29	497.29	218.79	26,737.75	18,097.62	1
[10] 7,511.48	1,284.82	40,808.39	[11] 38,958.06	1,395.13	351.72	[13] 103.48	56.41	57.52	76.34	[13] 66.16	40,534.32	417.80	112.70	24,699.02	16,265.80	2
[16] 7,226.94	692.28	34,059.69	32,501.71	1,209.78	322.70	[17] 25.50	61.71	136.11	105.06	[18] 40.99	33,966.40	362.39	74.77	(19)	(19)	3
[20] 1,512.14	113.62	5,547.96	5,508.32	38.42	.....	[21] 1.24	.....	.....	10.21	.....	5,505.82	26.23	26.14	4,181.42	1,376.77	4
1,313.04	93.16	5,280.01	5,246.05	33.96	.....	.....	.....	3.10	10.24	1.20	5,249.52	26.58	18.45	3,966.14	1,388.41	5
1,053.99	54.73	4,879.96	4,860.77	19.19	.....	.....	.....	3.00	0.43	.....	4,858.94	16.70	7.75	(19)	(19)	6
[22] 3,526.43	567.39	10,542.41	9,428.15	790.55	245.38	[24] 79.33	5.14	1.05	5.41	[24] 17.24	10,070.20	318.11	183.94	7,251.96	3,320.29	7
3,277.02	501.50	9,990.71	[11] 9,068.62	640.28	236.54	45.27	4.92	41.99	5.41	.....	9,707.35	245.04	90.64	6,583.83	3,459.20	8
3,238.32	199.91	8,714.80	7,828.43	659.81	226.56	.....	5.94	93.30	15.94	.....	8,548.64	215.34	66.00	(19)	(19)	9
[25] 2,008.15	364.17	12,624.76	12,025.68	599.08	.....	.....	0.61	1.45	17.58	[26] 26.46	12,521.38	146.89	2.59	5,120.52	7,540.34	10
1,972.65	349.13	11,764.76	11,301.67	463.09	.....	.....	0.61	2.45	15.87	26.00	11,665.92	141.90	1.87	4,616.92	7,192.77	11
2,296.58	341.50	10,257.22	9,888.55	365.67	.....	3.00	1.21	4.00	45.25	34.49	10,215.80	125.77	0.60	(19)	(19)	12
[28] 84.87	138.63	3,650.34	3,623.84	.....	.....	[29] 26.50	1.12	3.31	5.35	[26] 5.30	3,661.37	3.46	0.59	2,429.02	1,226.40	13
52.00	74.50	3,089.71	3,050.90	.....	.....	38.81	5.10	3.81	.....	.....	3,095.39	2.88	0.35	2,277.67	820.95	14
99.20	40.87	2,459.85	2,437.35	.....	.....	22.50	3.60	17.02	24.89	3.00	2,504.76	3.18	0.42	(19)	(19)	15
[31] 560.16	67.12	3,262.69	3,130.86	.....	116.16	[21] 15.67	0.74	2.52	1.06	[26] 10.85	3,276.36	1.40	0.10	2,347.05	930.81	16
517.83	68.88	2,922.09	2,787.51	.....	115.18	19.40	0.76	.....	15.08	24.35	2,960.88	1.40	.....	2,106.07	856.21	17
114.42	19.32	2,292.45	2,196.31	.....	96.14	.....	.....	5.53	1.50	1.25	2,299.33	1.40	.....	(19)	(19)	18
6.49	88.98	1,447.87	1,445.87	.....	.....	[21] 2.00	.....	0.88	.....	[26] 1.50	1,450.20	.....	.....	1,160.92	289.28	19
7.93	39.32	1,285.41	1,285.41	.....	.....	.....	1.36	0.49	.....	.....	1,286.96	.....	0.30	1,128.40	163.86	20
4.27	4.88	1,052.81	1,052.81	.....	.....	.....	0.88	.....	11.00	.....	1,054.69	.....	.....	(19)	(19)	21
[24] 7.69	57.15	1,680.37	1,680.37	.....	.....	.....	.....	2.00	.....	.....	1,682.37	.....	.....	1,154.85	527.52	22
143.30	22.51	1,363.05	1,363.05	.....	.....	.....	.....	5.68	.....	7.50	1,376.23	.....	.....	1,054.50	321.73	23
119.28	13.54	831.19	831.19	.....	.....	.....	.....	7.78	.....	2.25	821.22	.....	.....	(19)	(19)	24
11.94	66.62	1,267.55	1,261.15	.....	.....	[21] 6.40	1.03	.....	.....	.....	1,268.58	.....	.....	722.27	546.31	25
82.22	54.57	1,001.19	1,001.19	.....	.....	.....	.....	.....	6.13	.....	1,007.32	.....	.....	669.37	337.95	26
9.93	.....	601.39	601.39	.....	.....	.....	.....	.....	.....	.....	601.39	.....	.....	(19)	(19)	27
[34] 202.73	125.63	4,651.54	[4] 4,386.47	[4] 261.32	.....	[37] 5.93	36.68	.....	1.42	.....	4,683.01	1.20	5.43	2,359.74	2,329.90	28
139.49	81.30	4,111.46	3,853.66	257.80	.....	.....	43.66	.....	23.61	7.11	4,184.75	.....	1.09	2,361.12	1,824.72	29
282.95	17.53	2,970.02	2,804.91	165.11	.....	.....	50.08	5.48	6.05	.....	3,031.63	.....	.....	(19)	(19)	30
106.61	5.60	577.00	577.00	.....	.....	.....	.....	.....	.....	.....	577.00	.....	.....	218.52	358.48	31
106.37	.....	533.28	533.28	.....	.....	.....	.....	3.10	.....	.....	536.38	.....	.....	263.60	272.78	32
.....	3.50	421.06	421.06	.....	.....	.....	.....	3.00	.....	.....	424.06	.....	.....	(19)	(19)	33
30.51	10.82	203.37	203.37	.....	.....	.....	.....	.....	.....	.....	203.37	.....	.....	125.20	78.17	34
30.72	2.62	246.26	246.26	.....	.....	.....	.....	.....	.....	.....	246.26	.....	.....	139.56	106.70	35
.....	1.79	247.10	247.10	.....	.....	.....	.....	.....	.....	.....	247.10	.....	.....	(19)	(19)	36
.....	.....	107.95	107.95	.....	.....	.....	.....	.....	.....	.....	107.95	.....	.....	61.00	46.95	37
.....	.....	102.85	102.85	.....	.....	.....	.....	.....	.....	.....	102.85	.....	.....	74.61	28.24	38
.....	.....	124.31	124.31	.....	.....	.....	.....	.....	.....	.....	124.31	.....	.....	(19)	(19)	39
[38] 621.34	54.80	3,166.81	3,127.15	38.42	.....	[21] 1.24	.....	.....	.....	.....	3,115.34	26.23	25.24	2,498.75	668.06	40
577.63	32.78	3,009.28	2,795.32	33.96	.....	.....	.....	.....	.....	1.20	2,965.45	26.58	18.45	2,214.69	795.79	41
573.23	45.14	2,886.42	2,867.23	19.19	.....	.....	.....	.....	0.43	.....	2,862.40	16.70	7.75	(19)	(19)	42
357.79	.....	404.14	404.14	.....	.....	.....	.....	.....	10.21	.....	413.49	.....	0.86	401.93	12.42	43
340.94	.....	385.47	385.47	.....	.....	.....	.....	.....	10.24	.....	395.71	.....	.....	384.83	10.88	44
272.95	.....	419.92	419.92	.....	.....	.....	.....	.....	.....	.....	419.92	.....	.....	(19)	(19)	45
[39] 396.89	42.40	1,088.71	1,088.71	.....	.....	.....	.....	.....	.....	.....	1,088.67	.....	0.04	876.02	212.69	46
257.38	57.76	1,002.87	1,002.87	.....	.....	.....	.....	.....	.....	.....	1,002.87	.....	.....	828.85	174.02	47
217.81	4.30	781.15	781.15	.....	.....	.....	.....	.....	.....	.....	781.15	.....	.....	(19)	(19)	48
[40] 979.90	455.84	4,892.22	3,934.19	644.32	245.38	[21] 68.33	0.22	1.05	.....	.....	4,422.45	296.99	174.05	3,301.68	1,891.81	49
757.61	395.07	4,563.45	[11] 3,802.06	496.66	236.54	28.17	.....	41.99	.....	.....	4,292.42	230.80	82.22	2,968.92	1,616.52	50
1,082.05	135.98	3,788.24	3,145.82	415.86	226.56	.....	1.15	93.30	2.05	.....	3,623.95	200.41	60.38	(19)	(19)	51
576.71	32.61	1,354.35	1,344.55	9.80	.....	.....	.....	.....	.....	.....	1,349.00	4.41	0.94	1,090.99	263.36	52
579.37	11.33	1,319.85	1,310.29	9.56	.....	.....	.....	.....	.....	.....	1,315.48	4.37	.....	1,052.15	267.70	53
397.13	35.32	1,324.12	1,191.67	132.45	.....	.....	.....	.....	.....	.....	1,316.86	7.26	.....	(19)	(19)	54
[41] 1,971.82	78.94	4,296.84	4,149.41	136.43	.....	[21] 11.00	4.92	.....	5.41	[24] 17.24	4,928.75	16.71	8.95	2,859.29	1,465.12	55
1,940.04	95.10	4,107.41	3,956.25	134.06	.....	17.10	4.92	.....	5.41	.....	4,090.45	9.87	8.42	2,542.78	1,574.98	56
1,809.14	28.61	3,602.44	3,490.94	111.50	.....	.....	4.79	.....	13.89	.....	3,607.83	7.67	5.62	(19)	(19)	57
893.56	159.87	4,297.12	4,227.50	69.62	.....	.....	0.61	1.45	.....	.....	4,299.18	.....	.....	1,518.47	2,780.71	58
1,119.11	152.41	4,067.06	3,995.88	71.18	.....	.....	0.61	1.45	.....	.....	4,069.12	.....	.....	1,321.70	2,747.42	59
1,049.02	138.65	3,723.04	3,651.94	71.10	.....	.....	0.61	1.45	42.00	.....	3,767.10	.....	.....	(19)	(19)	60
637.87	85.75	2,350.18	2,350.18	.....	.....	.....	.....	.....	3.00	.....	2,353.18	.....	.....	555.09	1,798.09	61
512.52	89.50	2,298.27	2,298.27	.....	.....	.....	.....	1.00	2.07	.....	2,301.34	.....	.....	524.40	1,776.94	62
773.25	94.45	1,928.68	1,928.68	.....	.....	.....	.....	1.00	3.25	.....	1,932.93	.....	.....	(19)	(19)	63
[42] 79.54	106.47	3,437.43	3,182.95	254.48	.....	.....	.....	.....	14.58	[26] 26.46	3,329.65	146.89	1.93	1,887.74	1,590.73	64
76.56	81.05	3,086.04	2,832.71	253.33	.....	.....	.....	.....	13.80	26.00	2,982.07	141.90	1.87	1,783.15	1,342.69	65
474.31	95.86	2,739.82	2,528.38	213.44	.....	3.00	0.60	1.55	.....	34.49	2,650.09	125.77	0.60	(19)	(19)	66
364.67	9.06	1,749.90	1,474.92	274.98	.....	.....	.....	.....	.....	.....	1,749.90	.....	.....	722.42	1,027.48	67
256.46	15.79	1,507.26	1,368.68	138.58	.....	.....	.....	.....	.....	.....	1,507.26	.....	.....	595.83	911.43	68
.....	10.98	1,275.08	1,193.90	81.18	.....	.....	.....	.....	.....	.....	1,275.08	.....	.....	(19)	(19)	69
[43] 27.51	3.02	790.13	790.13	.....	.....	.....	.....	.....	.....	.....	789.47	.....	0.66	446.80	343.33	70
8.00	10.38	806.13	806.13	.....	.....	.....	.....	.....	.....	.....	806.13	.....	.....	391.84	414.29	71
.....	1.47	590.65	590.65	.....	.....	.....	.....	.....	.....	.....	590.65	.....	.....	(19)	(19)	72

(See footnotes at end of table, pp. 122, 123.)

TABLE 141.—TRACK MILEAGE, BY GEOGRAPHIC DIVISIONS AND STATES.

	Division and state.	Census year.	Grand total.	Miles of running track.						Track in car houses, storage yards, etc.	Owned by operating companies.
				Total.	Main track.				Sidings and turnouts.		
					Total.	Road or first track (miles of line).	Second track.	Other main track (third, fourth, etc.).			
	WEST NORTH CENTRAL:										
1	Minnesota	1917	668.94	633.10	623.93	405.66	218.27	.....	9.17	35.84	636.82
2		1912	555.18	(a)	522.20	328.89	193.31	.....	32.98	(a)	544.35
3		1907	457.15	(a)	431.65	260.32	171.33	.....	25.50	(a)	457.15
4	Iowa	1917	990.69	943.74	845.06	757.81	87.25	.....	98.68	46.95	962.35
5		1912	808.87	(a)	720.17	638.92	81.25	.....	88.70	(a)	788.25
6		1907	639.84	(a)	594.63	528.93	65.70	.....	45.21	(a)	578.62
7	Missouri	1917	1,144.28	1,092.95	1,056.27	671.38	384.89	.....	36.68	51.33	[b] 1,140.09
8		1912	996.00	(a)	920.68	579.25	341.43	.....	75.32	(a)	997.51
9		1907	921.67	(a)	878.84	538.84	340.00	.....	42.83	(a)	917.07
10	North Dakota	1917	31.18	30.58	28.61	28.61	.....	.....	1.97	0.60	31.18
11		1912	26.02	(a)	24.28	24.28	.....	.....	1.74	(a)	26.02
12		1907	16.09	(a)	15.50	15.50	.....	.....	0.59	(a)	16.09
13	South Dakota	1917	24.44	24.06	23.36	16.20	7.16	.....	0.70	0.38	24.44
14		1912	21.59	(a)	20.71	13.20	7.51	.....	0.88	(a)	21.59
15		1907	5.00	(a)	4.50	4.50	.....	.....	0.50	(a)	5.00
16	Nebraska	1917	244.89	235.52	230.29	148.19	82.10	.....	5.23	9.37	206.41
17		1912	243.80	(a)	226.78	149.89	76.89	.....	17.02	(a)	210.10
18		1907	218.73	(a)	206.77	137.71	69.06	.....	11.96	(a)	186.35
19	Kansas	1917	561.00	555.08	532.06	499.26	32.80	.....	23.02	5.92	561.00
20		1912	452.16	(a)	430.14	395.30	34.84	.....	22.02	(a)	450.99
21		1907	249.88	(a)	234.06	218.67	15.39	.....	15.82	(a)	248.88
	SOUTH ATLANTIC:										
22	Delaware	1917	91.55	89.27	85.83	74.47	11.36	.....	3.44	2.28	.....
23		1912	90.37	(a)	85.61	74.37	11.24	.....	4.76	(a)	46.30
24		1907	95.98	(a)	93.60	82.45	11.24	.....	2.24	(a)	84.32
25	Maryland	1917	727.35	691.92	667.77	432.26	235.51	.....	24.15	35.43	685.56
26		1912	692.51	(a)	645.43	419.92	225.51	.....	47.08	(a)	643.13
27		1907	536.18	(a)	515.67	330.12	185.55	.....	20.51	(a)	525.76
28	District of Columbia	1917	240.65	229.06	221.98	135.14	86.84	.....	7.08	11.59	240.65
29		1912	214.23	(a)	199.45	112.27	87.18	.....	14.78	(a)	214.23
30		1907	176.03	(a)	168.96	90.11	78.85	.....	7.07	(a)	176.03
31	Virginia	1917	581.35	572.30	539.19	433.90	105.29	.....	33.11	9.05	463.31
32		1912	561.86	(a)	527.83	418.57	109.26	.....	34.03	(a)	429.29
33		1907	515.54	(a)	485.64	385.17	100.47	.....	29.90	(a)	458.30
34	West Virginia	1917	471.17	463.61	451.04	421.19	29.85	.....	12.57	7.56	452.67
35		1912	404.98	(a)	388.23	369.53	18.70	.....	16.75	(a)	392.48
36		1907	266.41	(a)	256.98	247.73	9.25	.....	9.43	(a)	255.22
37	North Carolina	1917	173.72	170.09	162.50	140.16	22.34	.....	7.59	3.63	173.66
38		1912	190.26	(a)	171.29	154.48	16.81	.....	18.97	(a)	161.83
39		1907	106.94	(a)	100.79	93.66	7.13	.....	6.15	(a)	85.98
40	South Carolina	1917	335.73	330.95	298.28	268.81	29.47	.....	32.67	4.78	287.54
41		1912	202.60	(a)	183.96	168.95	15.01	.....	18.64	(a)	158.77
42		1907	131.26	(a)	126.48	116.87	9.61	.....	4.78	(a)	131.26
43	Georgia	1917	473.31	459.66	454.47	339.73	114.74	.....	5.19	13.65	[b] 265.49
44		1912	440.63	(a)	428.63	340.51	88.12	.....	12.00	(a)	246.85
45		1907	354.18	(a)	342.85	264.29	78.56	.....	11.33	(a)	354.18
46	Florida	1917	183.03	179.77	168.77	151.73	17.04	.....	11.00	3.26	182.43
47		1912	164.84	(a)	152.22	140.61	11.61	.....	12.62	(a)	152.47
48		1907	118.26	(a)	113.54	106.82	6.72	.....	4.72	(a)	117.26
	EAST SOUTH CENTRAL:										
49	Kentucky	1917	498.23	483.71	473.83	355.64	118.19	.....	9.88	14.52	495.04
50		1912	493.21	(a)	475.37	356.74	118.63	.....	17.84	(a)	490.02
51		1907	389.13	(a)	375.35	268.28	107.07	.....	13.78	(a)	365.36
52	Tennessee	1917	462.00	449.39	441.33	332.26	109.07	.....	8.06	12.61	462.00
53		1912	370.28	(a)	350.16	259.05	91.11	.....	20.12	(a)	369.34
54		1907	297.50	(a)	276.38	198.90	77.48	.....	21.12	(a)	297.50
55	Alabama	1917	367.18	355.89	345.73	273.21	72.52	.....	10.16	11.29	362.96
56		1912	306.63	(a)	290.44	225.62	64.82	.....	16.19	(a)	308.91
57		1907	291.66	(a)	265.87	214.73	51.14	.....	25.79	(a)	291.16
58	Mississippi	1917	122.79	120.24	116.57	112.36	4.21	.....	3.67	2.55	[b] 125.79
59		1912	117.14	(a)	109.14	107.04	2.10	.....	8.00	(a)	117.14
60		1907	88.40	(a)	81.32	79.82	1.50	.....	5.08	(a)	88.40
	WEST SOUTH CENTRAL:										
61	Arkansas	1917	131.36	126.57	122.38	94.81	28.57	.....	3.19	4.79	130.69
62		1912	122.92	(a)	116.14	95.15	20.99	.....	6.78	(a)	122.25
63		1907	87.39	(a)	83.08	63.45	19.58	.....	4.36	(a)	87.39
64	Louisiana	1917	330.59	330.65	311.26	229.99	81.27	.....	9.39	2.94	[c] 331.84
65		1912	285.10	(a)	268.40	198.67	69.73	.....	16.70	(a)	155.55
66		1907	238.53	(a)	226.54	161.76	64.78	.....	11.98	(a)	119.24
67	Oklahoma	1917	290.01	273.60	263.05	237.75	25.30	.....	10.55	6.41	279.89
68		1912	251.56	(a)	232.17	214.48	17.69	.....	19.39	(a)	251.61
69		1907	100.44	(a)	96.47	89.00	7.47	.....	3.97	(a)	100.44
70	Texas	1917	940.41	919.00	884.32	775.68	108.64	.....	34.68	21.41	[c] 924.73
71		1912	716.65	(a)	679.52	597.32	82.20	.....	37.13	(a)	713.41
72		1907	414.87	(a)	393.57	335.23	58.34	.....	21.30	(a)	414.87

(See footnotes at end of table, pp. 122, 123.)

1917, 1912, AND 1907; HAWAII AND PORTO RICO: 1917 AND 1907—Continued.

Leased.	Operated under trackage rights.	Classified according to motive power. Electric. Total.	Line transmission. Overhead trolley.	Line transmission. Third rail.	Line transmission. Conduit trolley.	Other.	Cable.	Animal traction.	Steam.	Other.	Surface.	Elevated.	Subways and tunnels.	City and suburban lines.	Interurban lines.	
31.06	12.12	667.82	641.32			[20] 26.50	1.12				668.60		0.34	495.67	173.27	1
10.83		552.55	513.74			38.81	2.63				555.18			516.37	38.81	2
		456.02	456.02				1.13				457.15			(18)	(18)	3
12.79	70.06	985.34	985.34						5.35		990.69			488.82	501.87	4
3.16	51.26	803.87	803.87								803.87			376.88	426.99	5
61.22	35.94	619.45	619.45						20.39		639.84			(18)	(18)	6
[43] 2.52	21.62	1,142.47	1,142.47					1.81			1,141.07	2.96	0.25	971.56	172.72	7
3.14	14.68	993.53	993.53				2.47				992.87	2.88	0.25	913.43	82.57	8
4.60		919.20	919.20				2.47				918.07	3.18	0.42	(18)	(18)	9
		25.88	25.88							[26] 5.30	31.18			26.16	5.02	10
		26.02	26.02								26.02			22.43	3.59	11
		16.09	16.09								16.09			(18)	(18)	12
		24.44	24.44								24.44			24.44		13
		21.59	21.59								21.59			21.59		14
		5.00	5.00								5.00			5.00		15
38.48	8.89	244.89	244.89								244.89			230.01	14.88	16
33.70	5.89	242.00	242.00					1.80			243.80			218.16	25.64	17
32.38	4.98	211.01	211.01					3.22	4.50		218.73			(18)	(18)	18
	25.94	559.50	559.50					1.50			560.50	0.50		192.36	368.64	19
1.17	2.67	450.15	450.15					2.01			452.06		0.10	208.81	243.35	20
1.00		233.08	210.58			22.50		13.80		3.00	249.88			(18)	(18)	21
91.55		91.55	91.55								91.55			91.55		22
44.07		90.37	79.57			10.80					90.37			79.57	10.80	23
11.61		95.93	95.93								95.93			(18)	(18)	24
[44] 53.66	18.96	727.35	724.19			[21] 3.16					725.95	1.40		481.63	245.72	25
47.68	22.69	685.68	682.52			3.16			6.83		691.11	1.40		458.88	233.63	26
10.42	2.50	536.18	536.18								534.78	1.40		(18)	(18)	27
	4.12	240.65	127.80		112.85						240.65			240.65		28
	6.09	214.23	99.94		111.85	2.44					214.23			214.23		29
	6.70	176.03	83.17		92.86						176.03			176.03		30
114.11	6.40	579.55	576.24		3.31		0.74		1.06		581.35			461.96	119.39	31
132.25	6.25	554.88	551.55		3.33		0.76		6.22		561.86			429.70	132.16	32
592.24	6.04	515.54	512.26		3.28						515.54			(18)	(18)	33
[45] 50.27	9.25	471.17	471.17								471.07		0.10	204.41	266.76	34
22.79	3.01	404.98	404.98								404.98			147.76	257.22	35
11.19	1.07	266.41	266.41								266.41			(18)	(18)	36
0.06	10.30	173.72	173.72								173.72			143.79	29.93	37
28.43	10.42	188.23	188.23						2.03		190.26			138.13	52.13	38
20.96		104.19	104.19						1.50	1.25	106.94			(18)	(18)	39
38.69	10.85	335.73	332.73			[21] 3.00					335.73			118.65	217.08	40
43.83	2.00	202.60	199.60			3.00					202.60			112.65	89.95	41
		129.76	129.76					1.50			131.26			(18)	(18)	42
211.82	6.64	459.94	459.94					2.52		[24] 10.85	473.31			421.38	51.93	43
198.78	6.00	428.53	428.53							12.10	440.63			375.31	65.32	44
	3.01	351.28	351.28					2.90			354.18			(18)	(18)	45
	0.60	183.03	173.52			[21] 9.51					183.03			183.03		46
	12.37	152.59	152.59							12.25	164.84			149.84	15.00	47
1.00		117.13	117.13					1.13			118.26			(18)	(18)	48
3.19	35.60	497.40	497.40					0.83			498.23			335.42	162.81	49
3.19	32.80	493.21	493.21								493.21			366.31	126.90	50
3.77	4.88	389.13	389.13								389.13			(18)	(18)	51
	52.46	462.00	460.00			[21] 2.00					462.00			392.65	69.35	52
0.94	5.60	369.31	369.31				0.97				369.98		0.30	342.40	27.88	53
		296.62	296.62				0.88				297.50			(18)	(18)	54
3.30	0.92	365.68	365.68							[26] 1.50	367.18			334.09	33.09	55
3.30	0.92	306.63	306.63								306.63			306.63		56
0.50		280.66	280.66						11.00		291.66			291.66		57
		122.79	122.79								122.79			98.76	24.03	58
		116.26	116.26				0.39	0.49			117.14			108.06	9.08	59
		86.40	86.40								86.40			(18)	(18)	60
	0.67	130.61	130.61					0.75			131.36			131.36		61
0.67		121.94	121.94					0.98			122.92			122.92		62
		86.41	86.41					0.98			87.39			87.39		63
	3.50	330.59	330.59								330.59			290.77	39.82	64
129.55		285.10	285.10								285.10			271.60	13.50	65
119.28	4.61	238.52	238.52								238.52			(18)	(18)	66
	1.44	280.01	280.01								280.01			153.92	126.09	67
0.27	0.26	251.56	251.56								251.56			143.06	108.50	68
		100.44	100.44								100.44			(18)	(18)	69
[34] 7.69	51.54	989.16	939.16					1.25			940.41			578.80	361.61	70
12.81	22.25	704.45	704.45					4.70		7.50	716.65			516.92	199.73	71
	8.93	405.82	405.82					6.80		2.25	414.87			(18)	(18)	72

(See footnotes at end of table, pp. 122, 123.)

TABLE 141.—TRACK MILEAGE, BY GEOGRAPHIC DIVISIONS AND STATES:

	Division and state.	Census year.	Grand total.	Miles of running track.						Track in car houses, storage yards, etc.	Owned by operating companies.
				Total.	Main track.				Sidings and turnouts.		
					Total.	Road or first track (miles of line).	Second track.	Other main track (third, fourth, etc.).			
	MOUNTAIN:										
1	Montana	1917	120.92	118.58	112.75	100.86	12.09	.....	4.83	2.34	115.27
2		1912	99.22	(2)	94.05	82.37	11.68	.....	5.17	(2)	99.22
3		1907	69.24	(2)	67.55	57.85	9.70	.....	1.69	(2)	69.24
4	Colorado	1917	467.15	453.42	430.47	314.22	105.92	0.33	22.95	13.73	433.51
5		1912	467.97	(2)	439.36	348.43	90.93	(2)	28.61	(2)	434.68
6		1907	317.37	(2)	295.11	206.36	88.75	(2)	22.26	(2)	317.37
7	New Mexico	1917	10.95	10.67	10.60	10.60	.....	.....	0.07	0.28	10.95
8		1912	10.60	(2)	10.00	10.00	.....	.....	0.60	(2)	10.60
9		1907	10.10	(2)	9.40	9.40	.....	.....	0.70	(2)	10.10
10	Arizona	1917	52.89	52.13	50.37	46.37	4.00	.....	1.76	0.76	52.89
11		1912	46.24	(2)	45.32	44.19	1.13	.....	0.92	(2)	46.24
12		1907	30.75	(2)	29.42	28.42	1.00	.....	1.33	(2)	30.75
13	Idaho	1917	104.65	103.76	98.74	98.24	0.50	.....	5.02	0.89	104.65
14		1912	88.93	(2)	87.83	87.83	.....	.....	1.10	(2)	12.39
15		1907	44.24	(2)	43.00	43.00	.....	.....	1.24	(2)	44.24
16	Wyoming	1917	23.05	22.75	22.27	21.77	0.50	.....	0.48	0.30	23.05
17		1912	22.91	(2)	20.80	20.80	.....	.....	2.11	(2)	22.91
18	Nevada	1917	11.56	11.22	10.71	10.71	.....	.....	0.51	0.34	11.56
19		1912	11.27	(2)	10.73	10.73	.....	.....	0.54	(2)	11.27
20		1907	7.15	(2)	7.00	7.00	.....	.....	0.15	(2)	7.15
21	Utah	1917	477.41	464.05	420.55	337.06	83.49	.....	43.50	13.36	471.37
22		1912	260.18	(2)	239.66	189.61	50.05	.....	20.52	(2)	260.18
23		1907	122.54	(2)	116.28	82.79	33.49	.....	6.26	(2)	114.79
	PACIFIC:										
24	Washington	1917	1,071.33	1,048.82	950.28	756.94	193.34	.....	98.54	22.51	[3] 1,068.21
25		1912	1,035.92	(2)	923.16	739.07	184.09	.....	112.76	(2)	1,015.47
26		1907	764.73	(2)	689.34	563.48	125.86	.....	75.39	(2)	744.80
27	Oregon	1917	596.23	577.67	500.39	416.28	83.41	0.70	77.28	18.56	581.29
28		1912	544.64	(2)	463.59	389.11	74.48	(2)	81.05	(2)	544.64
29		1907	253.41	(2)	228.35	169.28	59.07	(2)	25.06	(2)	253.41
30	California	1917	3,022.08	2,934.37	2,747.34	1,885.12	795.88	66.34	187.03	87.71	[3] 2,830.59
31		1912	2,605.28	(2)	2,382.24	1,765.83	616.41	(2)	223.04	(2)	2,498.74
32		1907	2,012.49	(2)	1,902.91	1,264.10	638.81	(2)	110.58	(2)	2,002.81
33	Hawaii	1917	31.55	30.39	27.55	26.60	0.95	.....	2.84	1.16	31.55
34		1907	26.11	(2)	23.10	23.10	.....	.....	3.01	(2)	26.11
35	Porto Rico	1917	22.07	20.76	19.08	16.28	2.80	.....	1.68	1.31	21.53
36		1907	17.72	(2)	15.50	13.98	1.52	.....	2.22	(2)	17.72

[1] Excludes 26.18 miles not operated, 20.38 miles leased to steam roads, and a duplication of 261 miles leased from operating companies.
[2] Includes 30.95 miles not operated and 20.38 miles leased to steam roads, and 261 miles leased to operating companies.
[3] Includes 5.23 miles not operated and 261 miles leased from operating companies.
[4] Includes 2.18 miles operated both by overhead trolley and third rail.
[5] Includes 24.43 miles operated with gas-electric motor cars and 112.64 miles with storage battery cars.
[6] Includes 55.61 miles operated with gasoline engine cars and 5.74 miles gravity.
[7] Excludes 23.49 miles not operated, 31.22 miles leased to steam roads, and a duplication of 92.80 miles leased from operating companies.
[8] Figures not available. "Other main track" included with second track and "Tracks in car houses, storage yards, etc.," with sidings and turnouts in 1912 and 1907.
[9] Includes 19.23 miles not operated and 31.22 miles leased to steam roads.
[10] Includes 4.26 miles not operated and 92.80 miles leased from operating companies.
[11] Includes 1.25 miles monorail.
[12] Includes 38.81 miles operated with gas-electric motor cars, 62.23 miles with storage-battery cars, and 2.44 miles with both storage-battery and gasoline engine cars.
[13] Operated with gasoline engine cars.
[14] Includes 17.05 miles not operated and 5 miles leased to steam road.
[15] Includes 16.68 miles not operated and 5 miles leased to steam road.
[16] Includes 0.37 miles not operated and 306.03 miles leased from operating companies.
[17] Includes 22.50 miles operated with gas-electric motor cars and 3 miles with storage-battery cars.
[18] Figures not available.
[19] Includes 2.98 miles not operated.
[20] Includes 5.23 miles not operated and 119.80 miles leased from operating companies.
[21] Operated with storage-battery cars.
[22] Includes 17.70 miles not operated.
[23] Includes 27.32 miles leased from operating companies.
[24] Includes 11.50 miles operated with gasoline engine cars, and 5.74 miles gravity.
[25] Includes 36.62 miles leased from operating companies.
[26] Operated with gasoline engine cars.

1917, 1912, AND 1907; HAWAII AND PORTO RICO: 1917 AND 1907—Continued.

Leased.	Operated under trackage rights.	Classified according to motive power.									Surface.	Elevated.	Subways and tunnels.	City and suburban lines.	Interurban lines.	
		Electric.					Cable.	Animal traction.	Steam.	Other.						
		Total.	Line transmission.			Other.										
			Overhead trolley.	Third rail.	Conduit trolley.											
.....	5.65	120.92	114.52	.....	.....	[31] 6.40	.....	.....	.....	.....	120.92	.....	.....	116.17	4.75	1
.....	.....	99.22	99.22	.....	.....	.....	.....	.....	.....	.....	99.22	.....	.....	91.34	7.88	2
.....	.....	69.24	69.24	.....	.....	.....	.....	.....	.....	.....	69.24	.....	.....	(12)	(12)	3
8.72	57.34	466.12	466.12	.....	.....	.....	1.03	.....	.....	.....	467.15	.....	.....	344.20	122.95	4
11.68	54.07	467.97	467.97	.....	.....	.....	.....	.....	.....	.....	467.97	.....	.....	333.92	134.05	5
2.18	.....	317.37	317.37	.....	.....	.....	.....	.....	.....	.....	317.34	.....	.....	(12)	(12)	6
.....	.....	10.95	10.95	.....	.....	.....	.....	.....	.....	.....	10.95	.....	.....	10.95	.....	7
.....	.....	10.60	10.60	.....	.....	.....	.....	.....	.....	.....	10.60	.....	.....	9.50	1.10	8
.....	.....	10.10	10.10	.....	.....	.....	.....	.....	.....	.....	10.10	.....	.....	(12)	(12)	9
.....	.....	52.89	52.89	.....	.....	.....	.....	.....	.....	.....	52.89	.....	.....	36.13	16.76	10
.....	.....	46.24	46.24	.....	.....	.....	.....	.....	.....	.....	46.24	.....	.....	28.82	17.42	11
.....	.....	30.75	30.75	.....	.....	.....	.....	.....	.....	.....	30.75	.....	.....	(12)	(12)	12
.....	.....	104.65	104.65	.....	.....	.....	.....	.....	.....	.....	104.65	.....	.....	27.82	76.83	13
76.54	.....	88.93	88.93	.....	.....	.....	.....	.....	.....	.....	88.93	.....	.....	20.14	68.79	14
.....	.....	44.24	44.24	.....	.....	.....	.....	.....	.....	.....	44.24	.....	.....	(12)	(12)	15
.....	.....	23.05	23.05	.....	.....	.....	.....	.....	.....	.....	23.05	.....	.....	10.15	12.90	16
.....	.....	22.91	22.91	.....	.....	.....	.....	.....	.....	.....	22.91	.....	.....	11.91	11.00	17
.....	0.50	11.56	11.56	.....	.....	.....	.....	.....	.....	.....	11.56	.....	.....	8.31	3.25	18
.....	0.50	11.27	11.27	.....	.....	.....	.....	.....	.....	.....	11.27	.....	.....	3.30	7.97	19
.....	.....	7.15	7.15	.....	.....	.....	.....	.....	.....	.....	7.15	.....	.....	(12)	(12)	20
3.22	3.13	477.41	477.41	.....	.....	.....	.....	.....	.....	.....	477.41	.....	.....	168.54	308.87	21
.....	.....	264.05	264.05	.....	.....	.....	.....	.....	6.13	.....	260.18	.....	.....	170.44	89.74	22
7.75	.....	122.54	122.54	.....	.....	.....	.....	.....	.....	.....	122.54	.....	.....	(12)	(12)	23
[32] 17.42	38.56	1,061.13	[4] 1,021.98	[4] 41.33	.....	.....	10.20	.....	.....	.....	1,071.33	.....	.....	609.35	461.98	24
39.71	24.90	1,026.31	963.30	63.01	.....	.....	9.61	.....	.....	.....	1,035.92	.....	.....	608.04	427.88	25
19.93	12.17	743.64	693.23	50.41	.....	.....	15.04	.....	6.05	.....	764.73	.....	.....	(12)	(12)	26
14.15	17.68	595.43	595.43	.....	.....	.....	.....	.....	0.80	.....	596.23	.....	.....	237.42	358.81	27
.....	9.59	521.08	521.08	.....	.....	.....	.....	.....	23.61	.....	543.85	.....	0.79	243.24	301.40	28
.....	.....	252.39	252.39	.....	.....	.....	.....	1.02	.....	.....	253.41	.....	.....	(12)	(12)	29
[33] 171.16	69.39	2,994.98	2,769.06	219.99	.....	[34] 5.98	26.48	.....	0.62	.....	3,015.45	1.20	5.43	1,512.97	1,509.11	30
99.78	46.81	2,564.12	2,369.33	194.79	.....	.....	34.05	.....	.....	7.11	2,604.98	.....	0.30	1,509.84	1,095.44	31
263.02	5.36	1,973.99	1,859.29	114.70	.....	.....	35.04	4.46	.....	.....	2,013.49	.....	.....	(12)	(12)	32
.....	.....	31.55	31.55	.....	.....	.....	.....	.....	.....	.....	31.55	.....	.....	31.55	.....	33
.....	.....	26.11	26.11	.....	.....	.....	.....	.....	.....	.....	26.11	.....	.....	26.11	.....	34
0.54	.....	22.07	20.60	.....	.....	[35] 1.47	.....	.....	.....	.....	22.07	.....	.....	22.07	.....	35
.....	.....	14.59	14.59	.....	.....	.....	.....	3.13	.....	.....	17.72	.....	.....	17.72	.....	36

[27] Includes 2 miles not operated.
[28] Includes 2.52 miles leased from an operating company.
[29] Includes 20.25 miles operated with gas-electric motor cars, and 6.25 miles with storage-battery cars.
[30] Includes 5 miles leased to a steam road.
[31] Includes 51.73 miles leased from operating companies.
[32] Includes 4 miles not operated.
[33] Includes 1.73 miles not operated and 2.33 miles leased to operating companies.
[34] Includes 2.33 miles leased from operating companies.
[35] Includes 2.54 miles not operated, and 25.38 miles leased to a steam road.
[36] Includes 20.68 miles leased from operating companies.
[37] Includes 4.18 miles operated with gas-electric motor cars, and 1.75 miles with storage-battery cars.
[38] Includes 5.23 miles not operated, and 27.61 miles leased from operating companies.
[39] Includes 92.19 miles leased from an operating company.
[40] Includes 22.53 miles leased from operating companies.
[41] Includes 4.79 miles leased from operating companies.
[42] Includes 9.11 miles leased from operating companies.
[43] Leased from an operating company.
[44] Includes 13.57 miles leased from an operating company.
[45] Includes 38.16 miles leased from an operating company.
[46] Includes 1.25 miles not operated.
[47] Includes .48 mile not operated.
[48] Includes 2.54 miles not operated.
[49] Leased from operating companies.
[50] Includes 25.38 miles leased to a steam road.
[51] Includes 3.26 miles leased from an operating company.

TABLE 142.—TRACK LEASED AND TRACK OPERATED UNDER TRACKAGE RIGHTS OR CONTRACT, BY GEOGRAPHIC DIVISIONS AND STATES, AND PORTO RICO: 1917.

DIVISION AND STATE.	MILES OF TRACK LEASED.					MILES OF TRACK OPERATED UNDER TRACKAGE RIGHTS OR CONTRACT.		
	Total.	From electric companies.		From steam companies.	From other classes of owners.	Total.	From electric companies.	From steam companies, including other classes of owners.
		From non-operating or lessor companies.	From operating companies.					
UNITED STATES	7,917.60	7,038.32	261.00	354.18	[1] 264.10	1,589.31	1,210.07	379.24
GEOGRAPHIC DIVISIONS:								
New England	1,512.14	1,324.12	119.80	66.73	[2] 1.49	113.62	83.60	30.02
Middle Atlantic	3,528.43	3,204.24	27.32	86.55	[3] 210.32	567.39	375.82	191.57
East North Central	2,008.15	1,900.69	36.62	52.39	[4] 13.45	364.17	342.44	21.73
West North Central	84.87	47.57	2.52	34.78	.....	138.63	115.85	22.78
South Atlantic	560.16	437.62	51.73	64.40	[5] 6.41	67.12	45.00	22.12
East South Central	6.49	3.30	.....	.....	[6] 3.19	88.98	88.06	0.92
West South Central	7.69	4.62	2.33	0.55	[6] 0.19	57.15	55.56	1.59
Mountain	11.94	3.22	.....	8.72	.....	66.62	33.53	33.09
Pacific	202.73	112.94	20.68	40.06	[7] 29.05	125.63	70.21	55.42
NEW ENGLAND:								
Maine	106.61	106.61	.....	.....	.....	5.60	5.60	.....
New Hampshire	30.51	.....	.....	30.51	.....	10.82	10.82	.....
Massachusetts	621.34	592.24	27.61	.....	[8] 1.49	54.80	54.45	0.35
Rhode Island	357.79	347.58	.....	10.21	.....	.....	.....	.....
Connecticut	395.89	277.69	92.19	26.01	.....	42.40	12.73	29.67
MIDDLE ATLANTIC:								
New York	979.90	691.08	22.53	57.84	[9] 208.50	455.84	303.57	152.27
New Jersey	576.71	548.43	.....	26.90	[8] 1.38	32.61	10.00	22.61
Pennsylvania	1,971.82	1,964.78	4.79	1.81	[6] 0.44	78.94	62.25	16.69
EAST NORTH CENTRAL:								
Ohio	893.56	867.66	.....	14.15	[10] 11.75	159.87	154.49	5.38
Indiana	637.87	628.87	.....	9.00	.....	85.75	82.33	3.42
Illinois	79.54	44.52	9.11	24.21	[8] 1.70	106.47	93.54	12.93
Michigan	364.67	359.64	.....	5.03	.....	9.06	9.06	.....
Wisconsin	27.51	.....	27.51	.....	.....	3.02	3.02	.....
WEST NORTH CENTRAL:								
Minnesota	31.08	.....	.....	31.08	.....	12.12	11.08	1.04
Iowa	12.79	9.09	.....	3.70	.....	70.06	54.51	15.55
Missouri	2.52	.....	2.52	.....	.....	21.62	15.43	6.19
Nebraska	38.48	38.48	.....	.....	.....	8.89	8.89	.....
Kansas	.....	.....	.....	.....	.....	25.94	25.94	.....
SOUTH ATLANTIC:								
Delaware	91.55	91.55	.....	.....	.....	.....	.....	.....
Maryland	53.66	34.78	13.57	.....	[11] 5.31	18.96	17.26	1.70
District of Columbia	.....	.....	.....	.....	.....	4.12	4.12	.....
Virginia	114.11	49.99	.....	63.46	[12] 0.66	6.40	2.47	3.93
West Virginia	50.27	10.79	38.16	0.88	[13] 0.44	9.25	2.86	6.39
North Carolina	0.06	.....	.....	0.06	.....	10.30	10.30	.....
South Carolina	38.69	38.69	.....	.....	.....	10.85	1.35	9.50
Georgia	211.82	211.82	.....	.....	.....	6.64	6.64	.....
Florida	.....	.....	.....	.....	.....	0.60	.....	0.60
EAST SOUTH CENTRAL:								
Kentucky	3.19	.....	.....	.....	[6] 3.19	35.60	35.60	.....
Tennessee	.....	.....	.....	.....	.....	52.46	52.46	.....
Alabama	3.30	3.30	.....	.....	.....	0.92	.....	0.92
WEST SOUTH CENTRAL:								
Arkansas	.....	.....	.....	.....	.....	0.67	.....	0.67
Louisiana	.....	.....	.....	.....	.....	3.50	3.50	.....
Oklahoma	.....	.....	.....	.....	.....	1.44	1.32	0.12
Texas	7.69	4.62	2.33	0.55	[6] 0.19	51.54	50.74	0.80
MOUNTAIN:								
Montana	.....	.....	.....	.....	.....	5.65	.....	5.65
Colorado	8.72	.....	.....	8.72	.....	57.34	32.72	24.62
Nevada	.....	.....	.....	.....	.....	0.50	0.50	.....
Utah	3.22	3.22	.....	.....	.....	3.13	0.31	2.82
PACIFIC:								
Washington	17.42	.....	17.42	.....	.....	38.56	32.90	5.66
Oregon	14.15	.....	.....	0.69	[14] 13.46	17.68	16.89	0.79
California	171.16	112.94	3.26	39.37	[15] 15.59	69.39	20.42	48.97
Porto Rico	0.54	.....	.....	0.54	.....	.....	.....	.....

[1] From individuals, 1.49; a ferry company, 1.50; bridge companies, 11.31; New Jersey State Hospital, 1.38; Leland Stanford, Junior, University, 2.52; real estate companies, 8.02; a manufacturing company, 5.31; New York City, 207; Cincinnati, 2.38; city of Vancouver, 0.09; Richmond, 0.66; cities in California, 13.07; and city of Cleveland and Cuyahoga County, 9.37.
[2] From individuals.
[3] From New York City, 207; a ferry company, 1.50; a bridge company, 0.44; and New Jersey State Hospital, 1.38.
[4] From a bridge company, 1.70; Cincinnati, 2.38; and city of Cleveland and Cuyahoga County, 9.37.
[5] From a bridge company, 0.44; city of Richmond, 0.66; and a manufacturing company, 5.31.
[6] From a bridge company.
[7] From cities in California, 13.07; city of Vancouver, 0.09; bridge companies, 5.35; Leland Stanford, Junior, University, 2.52; and real estate companies, 8.02.
[8] From New York City, 207, and a ferry company, 1.50.
[9] From New Jersey State Hospital.
[10] From city of Cincinnati, 2.38, and city of Cleveland and Cuyahoga County, 9.37.
[11] From a manufacturing company.
[12] From city of Richmond.
[13] From bridge companies.
[14] From bridge companies, 5.35; real estate companies, 8.02; and city of Vancouver, 0.09.
[15] From cities in California, 13.07, and Leland Stanford, Junior University, 2.52.

TABLE 143.—ROLLING STOCK—CARS AND ELECTRIC LOCOMOTIVES—BY GEOGRAPHIC DIVISIONS AND STATES: 1917, 1912, AND 1907; HAWAII AND PORTO RICO: 1917 AND 1907.

Division and state.	Census year.	Cars. Total.	Cars. Revenue cars. Passenger.	Cars. Revenue cars. Express, freight, mail, and baggage.	Cars. Service cars: Snow-plows, sweepers, sprinklers, work cars, etc.	Cars equipped with motors.	Electric locomotives.
UNITED STATES	1917	102,603	79,914	11,534	11,155	[1] 76,448	357
	1912	94,016	76,162	7,794	10,060	[2] 73,779	277
	1907	83,641	70,016	5,669	7,956	63,517	117
GEOGRAPHIC DIVISIONS:							
New England	1917	14,232	11,800	474	1,958	12,396	21
	1912	13,845	11,618	340	1,887	12,788	22
	1907	12,774	10,756	355	1,663	9,049	15
Middle Atlantic	1917	31,196	27,278	713	3,205	24,918	38
	1912	30,507	26,821	635	3,051	24,690	39
	1907	27,884	24,623	850	2,411	23,754	19
East North Central	1917	24,069	17,452	3,551	3,066	16,651	61
	1912	21,686	16,286	2,756	2,644	15,530	56
	1907	20,282	16,307	1,877	2,098	13,709	21
West North Central	1917	9,484	5,793	2,958	733	5,684	51
	1912	6,405	5,291	513	601	5,258	32
	1907	5,300	4,652	191	457	4,365	10
South Atlantic	1917	7,387	6,277	377	733	6,028	22
	1912	6,923	6,061	349	513	5,524	11
	1907	6,002	5,414	232	356	4,887	3
East South Central	1917	2,725	2,317	111	297	2,154	6
	1912	2,675	2,286	115	274	2,130	3
	1907	2,361	2,104	53	204	1,918	2
West South Central	1917	2,895	2,518	56	321	2,414	6
	1912	2,493	2,246	29	218	2,136	5
	1907	1,816	1,697	15	104	1,559	1
Mountain	1917	1,673	1,163	318	192	1,027	22
	1912	1,526	1,064	240	222	916	10
	1907	1,030	800	100	121	737	5
Pacific	1917	8,942	5,316	2,976	650	5,176	130
	1912	7,956	4,489	2,817	650	4,807	99
	1907	6,192	3,663	1,987	542	3,539	41
NEW ENGLAND:							
Maine	1917	820	530	146	144	566	7
	1912	794	519	80	195	570	8
	1907	658	484	63	111	490	8
New Hampshire	1917	307	250	3	54	275	2
	1912	368	304	4	60	347	2
	1907	363	303	4	56	304	1
Vermont	1917	156	112	20	24	141	.....
	1912	155	119	8	28	137	2
	1907	159	126	11	22	112	.....
Massachusetts	1917	9,515	8,086	161	1,268	8,352	6
	1912	9,116	7,877	121	1,118	8,447	5
	1907	8,873	7,612	91	1,170	5,952	2
Rhode Island	1917	1,241	1,022	104	115	939	4
	1912	1,219	976	84	159	1,120	5
	1907	1,171	952	87	132	812	4
Connecticut	1917	2,193	1,800	40	353	2,123	2
	1912	2,193	1,823	43	327	2,167	.....
	1907	1,550	1,279	99	172	[3] 1,379	.....
MIDDLE ATLANTIC:							
New York	1917	18,565	16,510	458	1,597	14,478	31
	1912	18,073	16,095	428	1,550	14,177	30
	1907	15,813	14,251	425	1,137	13,002	12
New Jersey	1917	3,364	2,980	7	377	2,756	2
	1912	3,061	2,697	7	357	2,600	1
	1907	2,930	2,565	13	352	2,832	4
Pennsylvania	1917	9,267	7,788	248	1,231	7,684	5
	1912	9,373	8,029	200	1,144	7,913	8
	1907	8,141	7,307	412	922	7,920	3
EAST NORTH CENTRAL:							
Ohio	1917	7,041	5,590	536	915	5,514	20
	1912	6,283	5,122	366	795	5,172	16
	1907	5,690	4,774	305	611	4,296	6
Indiana	1917	2,692	1,735	433	524	1,675	9
	1912	2,408	1,612	328	468	1,546	6
	1907	1,699	1,374	84	241	1,393	2
Illinois	1917	9,510	6,445	2,289	776	6,052	29
	1912	8,843	6,272	1,917	654	5,777	28
	1907	9,330	7,260	1,384	686	5,409	10
EAST NORTH CENTRAL—Continued.							
Michigan	1917	3,431	2,656	267	508	2,390	1
	1912	2,822	2,268	138	416	2,119	3
	1907	2,382	1,945	98	339	1,660	2
Wisconsin	1917	1,395	1,026	26	343	1,020	2
	1912	1,330	1,012	7	311	916	3
	1907	1,181	954	6	221	891	1
WEST NORTH CENTRAL:							
Minnesota	1917	1,414	1,295	2	117	1,380	1
	1912	1,139	1,044	27	68	1,080	.....
	1907	754	720	2	32	736	1
Iowa	1917	3,838	898	2,785	155	788	36
	1912	1,465	962	398	105	828	22
	1907	1,080	853	140	87	704	5
Missouri	1917	3,004	2,604	36	364	2,529	7
	1912	2,683	2,325	27	331	2,429	7
	1907	2,557	2,270	27	260	2,242	3
North Dakota	1917	66	59	1	6	41	.....
	1912	64	57	.....	7	34	.....
	1907	52	48	.....	4	26	.....
South Dakota	1917	29	26	.....	3	26	.....
	1912	29	25	.....	4	25	.....
	1907	5	3	.....	2	3	.....
Nebraska	1917	526	479	11	36	512	2
	1912	548	490	10	48	485	2
	1907	518	483	3	32	441	.....
Kansas	1917	607	432	123	52	408	5
	1912	477	388	51	38	377	1
	1907	334	275	19	40	213	1
SOUTH ATLANTIC:							
Delaware	1917	215	198	2	15	181	.....
	1912	200	183	1	16	200	.....
	1907	212	197	1	14	208	.....
Maryland	1917	2,210	2,007	83	140	2,061	5
	1912	2,186	1,892	163	131	1,690	.....
	1907	1,754	1,586	76	92	1,685	.....
District of Columbia	1917	1,372	1,114	1	257	930	2
	1912	1,454	1,353	8	93	1,021	2
	1907	1,259	1,190	7	62	808	1
Virginia	1917	1,015	875	54	86	780	1
	1912	946	794	33	119	763	1
	1907	1,072	915	71	86	749	1
West Virginia	1917	633	510	37	86	496	1
	1912	537	473	24	40	461	1
	1907	448	415	10	23	364	.....
North Carolina	1917	354	322	8	24	317	.....
	1912	325	279	24	22	270	2
	1907	229	197	5	27	191	1
South Carolina	1917	458	274	159	25	262	12
	1912	276	214	45	17	225	4
	1907	189	176	4	9	169	.....
Georgia	1917	777	697	19	61	709	1
	1912	730	645	29	56	667	1
	1907	618	549	33	36	532	.....
Florida	1917	333	280	14	39	272	.....
	1912	269	228	22	19	227	.....
	1907	221	180	25	7	181	.....
EAST SOUTH CENTRAL:							
Kentucky	1917	1,059	897	23	139	898	.....
	1912	1,010	850	30	130	879	.....
	1907	879	808	11	60	750	.....
Tennessee	1917	840	761	7	72	708	1
	1912	872	806	2	64	722	1
	1907	747	684	5	58	649	.....
Alabama	1917	639	490	78	71	398	3
	1912	596	475	55	66	388	.....
	1907	596	488	35	73	405	.....
Mississippi	1917	187	169	3	15	155	2
	1912	197	155	28	14	141	2
	1907	139	124	2	13	114	2

[1] Includes 12 with gasoline engines. [2] Includes 21 with gasoline engines. [3] Revised to exclude idle motor equipment.

TABLE 143.—ROLLING STOCK—CARS AND ELECTRIC LOCOMOTIVES—BY GEOGRAPHIC DIVISIONS AND STATES: 1917, 1912, AND 1907; HAWAII AND PORTO RICO: 1917 AND 1907—Continued.

DIVISION AND STATE.	Census year.	CARS. Total.	Revenue cars. Passenger.	Revenue cars. Express, freight, mail, and baggage.	Service cars: Snow-plows, sweepers, sprinklers, work cars, etc.	Cars equipped with motors.	Electric locomotives.
WEST SOUTH CENTRAL:							
Arkansas	1917	262	232	2	28	223	1
	1912	287	250	4	33	236	1
	1907	212	202	1	9	182	.....
Louisiana	1917	831	707	5	119	658	.....
	1912	747	681	2	64	722	.....
	1907	631	599	1	31	556	.....
Oklahoma	1917	309	266	20	23	295	4
	1912	300	257	8	35	226	3
	1907	146	117	8	21	112	1
Texas	1917	1,493	1,313	29	151	1,238	1
	1912	1,159	1,058	15	86	952	1
	1907	827	779	5	43	709	.....
MOUNTAIN:							
Montana	1917	184	156	7	21	155	.....
	1912	160	139	1	20	128	.....
	1907	126	108	4	14	96	.....
Colorado	1917	817	564	149	104	475	7
	1912	785	551	163	71	460	2
	1907	631	474	98	59	418	1
New Mexico	1917	17	16	1	.....	17	.....
	1912	11	10	.....	1	11	.....
	1907	13	12	1	.....	13	1
Arizona	1917	49	46	.....	3	47	.....
	1912	41	37	.....	4	35	.....
	1907	27	27	.....	.....	24	.....
Idaho	1917	63	44	12	7	44	.....
	1912	42	37	3	2	41	.....
	1907	28	22	6	.....	23	.....
MOUNTAIN—Contd.							
Wyoming	1917	25	24	.....	1	14	.....
	1912	22	20	.....	2	12	.....
Nevada	1917	11	10	.....	1	11	.....
	1912	11	9	.....	2	11	.....
	1907	7	6	.....	1	7	.....
Utah	1917	507	303	149	55	264	15
	1912	454	261	73	120	218	8
	1907	198	151	.....	47	156	8
PACIFIC:							
Washington	1917	1,969	1,052	806	111	980	30
	1912	1,904	976	816	112	1,330	28
	1907	1,762	791	837	134	719	19
Oregon	1917	1,431	744	510	177	669	22
	1912	1,400	722	494	184	662	22
	1907	670	466	179	25	433	7
California	1917	5,542	3,520	1,660	362	3,577	78
	1912	4,652	2,791	1,507	354	2,809	49
	1907	3,760	2,406	971	383	2,387	15
Hawaii	1917	72	53	11	8	63	.....
	1907	53	47	3	3	49	.....
Porto Rico	1917	55	47	6	2	44	2
	1907	55	47	8	.....	32	.....

TABLE 144.—ROLLING STOCK—CARS, CLASSIFIED ACCORDING TO TYPE AND EQUIPMENT, AND ELECTRIC

	DIVISION AND STATE.	CARS.								
		Aggregate number.	Classified according to type and use.							
			Revenue cars.							
			Total.	Passenger cars.					Included with passenger cars.	
				Total.	Closed.	Open.	Convertible or semi-convertible (closed and open).	Combination: Passenger with baggage, express, freight, or mail.	Pre-payment.	Parlor, sleeping, dining, and private.
1	UNITED STATES	102,603	91,448	79,914	50,487	15,893	12,601	933	28,538	139
	GEOGRAPHIC DIVISIONS:									
2	New England	14,232	12,274	11,800	5,547	4,996	1,230	27	1,461	9
3	Middle Atlantic	31,196	27,991	27,278	17,510	5,401	4,259	108	8,313	21
4	East North Central	24,069	21,003	17,452	11,465	2,042	3,576	369	8,252	37
5	West North Central	9,484	8,751	5,793	5,099	536	73	85	3,049	20
6	South Atlantic	7,387	6,654	6,277	3,390	1,557	1,244	86	1,947	13
7	East South Central	2,725	2,428	2,317	1,708	381	200	28	959	.....
8	West South Central	2,895	2,574	2,518	1,608	217	667	26	1,307	3
9	Mountain	1,673	1,481	1,163	706	169	230	58	681	4
10	Pacific	8,942	8,292	5,316	3,454	594	1,122	146	2,569	32
	NEW ENGLAND:									
11	Maine	820	676	530	231	237	54	8	43	1
12	New Hampshire	307	253	250	121	128	1	.....	.....	.....
13	Vermont	156	132	112	48	53	5	6	5	.....
14	Massachusetts	9,515	8,247	8,086	3,588	3,370	1,121	7	1,112	7
15	Rhode Island	1,241	1,126	1,022	598	421	.....	3	108	.....
16	Connecticut	2,193	1,840	1,800	961	787	49	3	193	1
	MIDDLE ATLANTIC:									
17	New York	18,565	16,968	16,510	10,594	3,077	2,783	56	2,480	16
18	New Jersey	3,364	2,987	2,980	1,801	828	351	.....	1,776	3
19	Pennsylvania	9,267	8,036	7,788	5,115	1,496	1,125	52	4,057	2
	EAST NORTH CENTRAL:									
20	Ohio	7,041	6,126	5,590	4,319	859	258	154	2,355	12
21	Indiana	2,692	2,168	1,735	1,056	483	33	163	274	3
22	Illinois	9,510	8,734	6,445	3,001	266	3,153	25	3,629	18
23	Michigan	3,431	2,923	2,656	2,129	389	128	10	1,332	3
24	Wisconsin	1,395	1,052	1,026	960	45	4	17	662	1
	WEST NORTH CENTRAL:									
25	Minnesota	1,414	1,297	1,295	1,285	.....	.....	10	4	2
26	Iowa	3,838	3,683	898	628	219	11	40	423	12
27	Missouri	3,004	2,640	2,604	2,437	126	29	12	2,111	6
28	North Dakota	66	60	59	25	31	.....	3	.....	.....
29	South Dakota	29	26	26	21	5	.....	.....	.....	.....
30	Nebraska	526	490	479	395	72	11	1	400	.....
31	Kansas	607	555	432	308	83	22	19	111	.....
	SOUTH ATLANTIC:									
32	Delaware	215	200	198	123	75	.....	.....	23	.....
33	Maryland	2,230	2,090	2,007	530	479	946	52	697	5
34	District of Columbia	1,372	1,115	1,114	788	326	.....	.....	430	1
35	Virginia	1,015	929	875	596	202	70	7	71	2
36	West Virginia	633	547	510	338	117	49	6	127	.....
37	North Carolina	354	330	322	154	97	70	1	177	.....
38	South Carolina	458	433	274	205	21	32	16	57	2
39	Georgia	777	716	697	502	124	71	.....	242	3
40	Florida	333	294	280	154	116	6	4	118	.....
	EAST SOUTH CENTRAL:									
41	Kentucky	1,059	920	897	778	68	34	17	530	.....
42	Tennessee	840	768	761	419	190	143	9	265	.....
43	Alabama	639	568	490	399	82	9	.....	89	.....
44	Mississippi	187	172	169	112	41	14	2	75	.....
	WEST SOUTH CENTRAL:									
45	Arkansas	262	234	232	126	54	51	1	58	.....
46	Louisiana	831	712	707	658	11	37	1	111	.....
47	Oklahoma	309	286	266	209	42	12	3	193	.....
48	Texas	1,493	1,342	1,313	615	110	567	21	945	3
	MOUNTAIN:									
49	Montana	184	163	156	77	38	41	.....	94	.....
50	Colorado	817	713	564	463	70	19	7	403	4
51	New Mexico	17	17	16	15	.....	1	.....	12	.....
52	Arizona	49	46	46	12	7	24	3	4	.....
53	Idaho	63	56	44	27	.....	2	15	.....	.....
54	Wyoming	25	24	24	18	4	.....	2	5	.....
55	Nevada	11	10	10	10	.....	.....	.....	6	.....
56	Utah	507	452	303	79	50	143	31	157	.....
	PACIFIC:									
57	Washington	1,969	1,858	1,052	974	12	23	43	756	5
58	Oregon	1,431	1,254	744	606	101	10	27	4	5
59	California	5,542	5,180	3,520	1,874	481	1,089	76	1,809	22
60	Hawaii	72	64	53	.....	43	10	.....	.....	.....
61	Porto Rico	55	53	47	35	12	.....	.....	.....	.....

LOCOMOTIVES—BY GEOGRAPHIC DIVISIONS AND STATES, AND HAWAII AND PORTO RICO: 1917.

CARS—continued.																
Classified according to type and use—Continued.			Classified according to equipment.													
Revenue cars—Continued.			Brake equipment of cars.			Motors: Number of cars equipped with—										
Nonpassenger cars.		Service cars: Work cars, snow-plows, sweepers, sprinklers, etc.				Electric motors.					Included with preceding.		Gasoline engines.	Cable.	Electric locomotives.	
Baggage, express, and freight.	Mail.		Air brakes.	Other power brakes.	Hand brakes exclusively.	Total.	One motor.	Two motors.	Three motors.	Four motors.	Storage-battery cars.	Gas-electric cars.				
11,442	92	11,155	72,499	1,796	27,417	76,429	1,292	44,868	385	29,884	346	3	19	193	357	1
458	16	1,958	7,578	.....	6,642	12,396	554	6,990	7	4,845	1	.....	.....	.....	21	2
693	20	3,205	21,815	902	8,026	24,916	164	17,070	168	7,514	320	.....	2	20	38	3
3,537	14	3,066	19,654	28	4,226	16,649	152	8,571	48	7,878	.....	.....	2	4	61	4
2,942	16	733	7,816	16	1,519	5,677	46	2,042	7	3,582	1	1	7	2	51	5
363	14	733	3,673	561	3,105	6,024	29	4,264	6	1,725	17	.....	4	2	22	6
109	2	297	1,072	2	1,636	2,152	239	1,226	3	684	1	.....	2	.....	6	7
56	.....	321	1,479	8	1,350	2,414	64	1,653	144	553	.....	.....	.....	.....	6	8
317	1	192	1,292	1	375	1,027	26	491	1	509	5	.....	.....	2	22	9
2,967	9	650	8,120	278	538	5,174	18	2,561	1	2,594	1	2	2	163	130	10
144	2	144	355	.....	465	566	.....	326	.....	240	.....	.....	.....	.....	7	11
3	.....	54	166	.....	139	275	32	149	.....	94	.....	.....	.....	.....	2	12
19	1	24	74	.....	82	141	1	90	.....	50	.....	.....	.....	.....	.....	13
148	13	1,268	4,524	.....	4,961	8,352	229	5,457	7	2,629	1	.....	.....	.....	6	14
104	.....	115	942	.....	299	939	285	13	.....	641	.....	.....	.....	.....	4	15
40	.....	353	1,517	.....	676	2,123	7	925	.....	1,191	.....	.....	.....	.....	2	16
446	12	1,597	14,180	86	4,226	14,478	42	11,629	53	2,754	318	.....	.....	2	31	17
7	.....	377	2,116	.....	1,231	2,756	5	927	4	1,820	.....	.....	.....	.....	2	18
240	8	1,231	5,519	816	2,569	7,682	117	4,514	111	2,940	2	.....	2	18	5	19
536	.....	915	5,195	12	1,790	5,514	106	2,638	6	2,764	.....	.....	.....	4	20	20
433	.....	524	1,827	.....	841	1,675	14	1,123	2	536	.....	.....	.....	.....	9	21
2,275	14	776	8,694	6	782	6,050	17	2,765	39	3,229	.....	.....	2	.....	29	22
267	.....	508	2,785	9	572	2,390	10	1,643	.....	737	.....	.....	.....	.....	1	23
26	.....	343	1,153	1	241	1,020	5	402	1	612	.....	.....	.....	.....	2	24
2	.....	117	1,348	14	50	1,380	3	50	.....	1,327	1	1	.....	2	1	25
2,784	1	155	3,358	.....	475	788	2	513	7	266	.....	.....	.....	.....	36	26
28	8	364	2,446	.....	450	2,529	6	816	.....	1,707	.....	.....	.....	.....	7	27
1	.....	6	3	.....	61	34	.....	32	.....	2	.....	.....	7	.....	.....	28
.....	.....	3	2	.....	27	26	.....	26	.....	.....	.....	.....	.....	.....	.....	29
4	7	36	363	.....	159	512	.....	346	.....	166	.....	.....	.....	.....	2	30
123	.....	52	296	2	297	408	35	259	.....	114	.....	.....	.....	.....	5	31
2	.....	15	51	.....	164	181	.....	144	.....	37	.....	.....	.....	.....	.....	32
70	13	140	1,031	517	682	2,081	1	1,203	.....	877	1	.....	.....	.....	5	33
1	.....	257	634	.....	738	930	.....	799	.....	131	.....	.....	.....	.....	2	34
54	.....	86	662	6	327	780	21	514	5	240	.....	.....	.....	2	1	35
36	1	86	318	37	261	496	2	278	1	215	.....	.....	.....	.....	1	36
8	.....	24	104	.....	249	317	1	310	.....	6	.....	.....	.....	.....	.....	37
159	.....	25	338	.....	118	262	.....	192	.....	70	3	.....	.....	.....	12	38
19	.....	61	364	.....	413	705	4	593	.....	108	.....	.....	4	.....	1	39
14	.....	39	171	1	153	272	.....	231	.....	41	13	.....	.....	.....	.....	40
23	.....	139	380	.....	679	898	232	396	.....	270	.....	.....	.....	.....	.....	41
6	1	72	376	.....	464	703	2	530	.....	171	1	.....	.....	.....	1	42
77	1	71	290	2	333	396	4	161	3	228	.....	.....	2	.....	3	43
3	.....	15	26	.....	160	155	1	139	.....	15	.....	.....	.....	.....	2	44
2	.....	28	97	.....	165	223	5	200	.....	18	.....	.....	.....	.....	1	45
5	.....	119	385	.....	411	658	.....	627	.....	31	.....	.....	.....	.....	.....	46
20	.....	23	132	.....	175	295	35	147	.....	113	.....	.....	.....	.....	4	47
29	.....	151	865	8	599	1,238	24	679	144	391	.....	.....	.....	.....	1	48
7	.....	21	121	.....	63	155	7	80	1	67	5	.....	.....	.....	.....	49
149	.....	104	591	.....	223	475	4	258	.....	213	.....	.....	.....	2	7	50
1	.....	.....	5	.....	12	17	.....	16	.....	1	.....	.....	.....	.....	.....	51
.....	.....	3	32	.....	15	47	6	30	.....	11	.....	.....	.....	.....	.....	52
11	1	7	58	1	4	44	.....	17	.....	27	.....	.....	.....	.....	.....	53
.....	.....	1	11	.....	14	14	.....	8	.....	6	.....	.....	.....	.....	.....	54
.....	.....	1	11	.....	.....	11	9	2	.....	.....	.....	.....	.....	.....	.....	55
149	.....	55	463	.....	44	264	.....	80	.....	184	.....	.....	.....	.....	15	56
799	7	111	1,758	63	147	980	2	256	.....	722	.....	.....	.....	45	30	57
510	.....	177	1,342	39	50	667	5	485	.....	177	.....	.....	2	.....	22	58
1,658	2	362	5,020	176	341	3,527	11	1,820	1	1,695	1	2	.....	118	78	59
11	.....	8	34	.....	38	63	.....	62	.....	1	.....	.....	.....	.....	.....	60
6	.....	2	8	.....	45	44	.....	44	.....	.....	4	.....	.....	.....	2	61

TABLE 145.—PRIMARY POWER, BY GEOGRAPHIC DIVISIONS

	Division and state.	Number of operating companies.	Number of companies with power-plant equipment.	Aggregate horsepower.	Steam power. Total. Number of units.	Total. Horsepower.	Steam turbines. Total. No.	Total. H. P.	500 horsepower or under. No.	500 horsepower or under. H. P.	Over 500 horsepower and under 2,000 horsepower. No.	Over 500 horsepower and under 2,000 horsepower. H. P.	2,000 horsepower and under 5,000 horsepower. No.	2,000 horsepower and under 5,000 horsepower. H. P.	5,000 horsepower and over. No.	5,000 horsepower and over. H. P.	Steam engines (not turbines). Total. No.	Total. H. P.	500 horsepower or under. No.	500 horsepower or under. H. P.
1	UNITED STATES[1]	943	355	[2]4,200,192	1,741	3,543,915	564	2,322,692	46	9,901	204	231,200	172	505,086	142	1,576,505	1,177	1,221,223	522	146,467
	GEOGRAPHIC DIVISIONS:																			
2	New England	86	43	510,559	253	465,893	46	264,445	2	275	19	19,851	12	32,981	13	211,388	207	201,448	97	35,200
3	Middle Atlantic	241	79	961,375	361	935,663	103	562,045	5	1,422	35	45,359	27	79,596	36	435,666	258	373,618	135	35,906
4	East North Central	223	92	954,849	467	921,954	160	630,404	12	3,458	55	67,428	51	141,502	42	418,016	307	291,550	91	28,148
5	West North Central	83	32	403,816	155	373,391	54	282,854	6	523	17	17,020	18	38,745	18	226,566	101	90,537	47	10,810
6	South Atlantic	94	44	570,317	206	368,597	91	273,990	6	1,502	37	38,310	31	92,238	17	141,940	115	94,607	70	18,202
7	East South Central	49	21	149,980	89	149,930	39	96,395	5	1,466	16	14,995	14	47,234	4	32,600	50	53,535	17	5,085
8	West South Central	68	24	153,924	106	152,084	41	107,155	8	808	14	14,737	13	39,707	6	51,903	65	44,929	34	7,091
9	Mountain	39	5	59,128	27	56,264	9	39,500			3	4,500	4	10,000	2	25,000	18	16,764	3	715
10	Pacific	60	15	436,244	77	120,139	21	65,904	2	447	8	9,000	7	23,031	4	33,426	56	54,235	28	5,310
	NEW ENGLAND:																			
11	Maine	16	7	45,548	28	14,368	2	1,340			2	1,340					26	13,028	18	5,820
12	New Hampshire	13	4	3,982	5	1,400											5	1,400	5	1,400
13	Vermont	9	3	8,394	1	200											1	200	1	200
14	Massachusetts	39	24	333,390	160	331,580	29	185,945	2	275	10	8,751	8	23,431	9	153,488	131	145,635	56	20,580
15	Rhode Island	2	1	55,300	10	55,300	3	43,500					1	3,500	2	40,000	7	11,800	3	800
16	Connecticut	7	4	63,945	49	63,045	12	33,660			7	9,760	3	6,000	2	17,900	37	29,385	14	6,400
	MIDDLE ATLANTIC:																			
17	New York	100	31	691,926	181	669,449	51	389,235	3	910	11	20,766	10	34,059	27	333,500	130	280,214	69	14,764
18	New Jersey	22	6	18,966	18	18,966	7	11,666			5	4,333	1	2,000	1	5,333	11	7,300	3	1,200
19	Pennsylvania	119	42	250,483	162	247,248	45	161,144	2	512	19	20,260	16	43,539	8	96,833	117	86,104	63	19,942
	EAST NORTH CENTRAL:																			
20	Ohio	74	40	518,482	221	511,122	71	366,603	5	1,956	22	27,670	22	67,261	22	269,716	150	144,519	40	12,159
21	Indiana	32	18	168,883	95	168,883	47	130,371	4	767	18	20,873	18	45,131	7	63,600	48	38,512	16	3,929
22	Illinois	75	19	147,722	84	142,597	28	86,830	3	735	9	10,235	6	15,860	10	60,000	56	55,767	19	7,825
23	Michigan	21	7	66,405	39	61,105	8	32,100			3	5,100	3	9,000	2	18,000	31	29,005	6	1,455
24	Wisconsin	21	8	53,357	28	38,247	6	14,500			3	3,550	2	4,250	1	6,700	22	23,747	10	3,080
	WEST NORTH CENTRAL:																			
25	Minnesota	10	1	122,500	6	100,000	6	100,000							6	100,000				
26	Iowa	22	11	100,575	73	98,575	28	78,068	6	523	6	5,700	10	26,945	6	44,900	45	20,507	28	5,715
27	Missouri	20	7	136,348	39	136,348	8	79,816			2	2,550	1	4,000	5	73,266	31	56,532	5	1,100
28	Nebraska	6	2	27,663	13	26,163	6	19,900			3	3,700	2	7,800	1	8,400	7	6,263	2	430
29	Kansas	19	11	16,730	24	12,305	6	5,070			6	5,070					18	7,235	12	3,865
	SOUTH ATLANTIC:																			
30	Delaware	1	1	30,700	10	30,700	7	27,000			4	5,100	1	2,000	2	19,900	3	3,700		
31	Maryland	14	4	67,763	35	67,763	6	24,683			2	1,350	2	5,333	2	18,000	29	43,080	19	5,580
32	District of Columbia	4	1	19,890	11	19,890	4	16,500					3	9,000	1	7,500	7	3,390	3	390
33	Virginia	16	7	121,536	37	96,536	22	88,786	2	750	7	7,690	7	24,716	6	55,630	15	7,750	9	2,200
34	West Virginia	19	7	35,042	29	30,042	12	19,330	1	350	6	6,620	5	12,360			17	10,712	10	3,112
35	North Carolina	12	9	23,638	23	18,438	10	14,803			7	5,880	3	8,923			13	3,635	11	2,080
36	South Carolina	7	4	36,600	10	15,600	5	14,500			1	1,500	4	13,000			5	1,100	5	1,100
37	Georgia	13	5	201,243	28	57,858	18	46,558	3	402	6	5,760	5	14,896	4	25,500	10	11,300	3	650
38	Florida	8	6	33,905	23	31,770	7	21,830			4	4,410	1	2,010	2	15,410	16	9,940	10	3,090
	EAST SOUTH CENTRAL:																			
39	Kentucky	11	3	41,710	18	41,710	4	24,600					2	8,600	2	16,000	14	17,110	1	300
40	Tennessee	14	6	53,533	27	53,483	16	35,800	2	700	7	4,900	6	20,200	1	10,000	11	17,683	1	450
41	Alabama	13	5	38,702	24	38,702	10	23,845	3	766	2	2,345	4	14,134	1	6,600	14	14,857	6	1,770
42	Mississippi	11	7	16,035	20	16,035	9	12,150			7	7,750	2	4,400			11	3,885	9	2,565
	WEST SOUTH CENTRAL:																			
43	Arkansas	10	3	16,650	14	16,650	5	9,100	1	400	3	5,350	1	3,350			9	7,550	2	600
44	Louisiana	11	5	59,859	22	59,619	11	41,744	2	80	3	2,000	4	12,864	2	26,800	11	17,875	3	1,150
45	Oklahoma	15	4	14,215	8	13,815	4	10,900			2	2,500	1	3,400	1	5,000	4	2,915	1	175
46	Texas	32	12	63,200	62	62,000	21	45,411	5	328	6	4,887	7	20,093	3	20,103	41	16,589	28	5,165
	MOUNTAIN:																			
47	Colorado	15	4	58,139	26	55,739	9	39,500			3	4,500	4	10,000	2	25,000	17	16,239	3	715
48	Arizona	4	1	989	1	525											1	525		
	PACIFIC:																			
49	Washington	20	8	274,224	33	38,119	9	25,054	2	447	4	4,500	1	2,681	2	17,426	24	13,065	15	1,840
50	Oregon	8	1	113,950	12	33,950	6	27,350					5	17,350	1	10,000	6	6,600	2	1,000
51	California	32	6	48,070	32	48,070	6	13,500			4	4,500	1	3,000	1	6,000	26	34,570	11	2,470
52	Hawaii	1	1	2,700	4	2,700											4	2,700	3	1,200
53	Porto Rico	3	2	1,455	7	1,455	1	670			1	670					6	785	6	785

[1] No power plants in North Dakota, South Dakota, Montana, New Mexico, Idaho, Wyoming, Nevada, and Utah—26 operating companies.

AND STATES, AND HAWAII AND PORTO RICO: 1917.

STEAM POWER—continued.						INTERNAL-COMBUSTION ENGINES.								WATER WHEELS AND TURBINES.									
Steam engines (not turbines)—Contd.																							
Over 500 horsepower and under 2,000 horsepower.		2,000 horsepower and under 5,000 horsepower.		5,000 horsepower and over.		Total.		500 horsepower or under.		Over 500 horsepower and under 2,000 horsepower.		2,000 horsepower and under 5,000 horsepower.		Total.		500 horsepower or under.		Over 500 horsepower and under 2,000 horsepower.		2,000 horsepower and under 5,000 horsepower.		5,000 horsepower and over.		
No.	H. P.	No.	H. P.	No.	H. P.	No.	H. P.	No.	H. P.	No.	H. P.	No.	H. P.	No.	H. P.	No.	H. P.	No.	H. P.	No.	H. P.	No.	H. P.	
502	510,499	127	352,007	26	212,250	53	28,294	35	8,144	15	13,150	3	7,000	316	627,963	114	29,027	125	133,056	43	125,000	34	340,900	1
91	102,948	19	63,300			1	100	1	100					56	44,566	28	7,785	21	19,581	7	17,200			2
74	71,212	26	74,250	23	192,250	14	5,330	9	2,130	5	3,200			36	20,382	22	4,317	13	14,065	1	2,000			3
182	179,245	33	79,157	1	5,000	4	4,250	2	250			2	4,000	41	28,645	25	7,635	14	14,610	2	6,400			4
42	43,227	12	36,500			12	5,925	7	2,575	5	3,350			21	24,500	4	500	13	12,000	4	12,000			5
33	34,155	10	27,250	2	15,000	11	10,335	5	735	5	6,600	1	3,000	80	191,385	13	2,485	47	53,500	15	45,400	5	90,000	6
22	21,075	11	27,375			1	50	1	50															7
28	28,688	3	9,150			9	1,840	9	1,840															8
13	11,399	2	4,650			1	464	1	464					8	2,400	8	2,400							9
17	18,550	11	30,375											74	316,105	14	3,905	17	19,300	14	42,000	29	250,900	10
8	7,208													27	31,180	7	1,420	13	12,560	7	17,200			11
														3	2,582	2	855	1	1,727					12
														14	8,194	7	2,900	7	5,294					13
60	72,755	15	52,300			1	100	1	100					9	1,710	9	1,710							14
		4	11,000																					15
23	22,985													3	900	3	900							16
27	32,900	11	40,300	23	192,250	8	2,595	7	1,995	1	600			34	19,882	20	3,817	13	14,065	1	2,000			17
8	6,100																							18
39	32,212	15	33,950			6	2,735	2	135	4	2,600			2	500	2	500							19
98	99,260	11	28,100	1	5,000	2	250	2	250					14	7,110	8	1,850	6	5,260					20
27	22,283	5	12,300																					21
29	31,152	8	17,090											15	5,125	15	5,125							22
22	20,550	3	7,000											4	5,300			4	5,300					23
6	6,000	6	14,667			2	4,000					2	4,000	8	11,110	2	660	4	4,050	2	6,400			24
														18	22,500	4	500	10	10,000	4	12,000			25
17	14,792													3	2,000			3	2,000					26
14	18,932	12	36,500																					27
5	5,833					3	1,500	3	1,500															28
6	3,670					9	4,425	4	1,075	5	3,350													29
3	3,700																							30
		8	22,500	2	15,000																			31
4	3,000																							32
6	5,550													21	25,000			21	25,000					33
7	7,600					3	5,000			3	5,000													34
2	1,555					2	1,600			2	1,600			4	3,600	1	250	3	3,350					35
														10	21,000			7	10,500	3	10,500			36
5	5,900	2	4,750			1	3,000					1	3,000	37	140,385	4	835	16	14,650	12	34,900	5	90,000	37
6	6,850					5	735	5	735					8	1,400	8	1,400							38
8	5,635	5	11,175																					39
7	8,233	3	9,000			1	50	1	50															40
5	5,887	3	7,200																					41
2	1,320																							42
7	6,950																							43
5	7,575	3	9,150			2	240	2	240															44
3	2,740					2	400	2	400															45
13	11,423					5	1,200	5	1,200															46
12	10,874	2	4,650											8	2,400	8	2,400							47
1	525					1	464	1	464															48
7	6,250	2	4,975											50	236,105	14	3,905	4	4,200	14	42,000	18	186,000	49
3	3,100	1	2,500											24	80,000			13	15,100			11	64,900	50
7	9,200	8	22,900																					51
1	1,500																							52
																								53

[9] Includes 107,480 horsepower of idle equipment—86 steam engines, 100,730 horsepower; 2 steam turbines, 3,400 horsepower; 5 internal-combustion engines, 2,850 horsepower; 2 water wheels, 500 horsepower.

TABLE 146.—ELECTRIC GENERATING AND SUBSIDIARY EQUIPMENT AND ENERGY GENERATED

	Division and state.	Electrical generators—number and kilowatt capacity of dynamos.						Subsidiary equipment.	
		Total.		Direct current.		Alternating and polyphase current.		Rotary converters and motor-generator sets.	
		Number.	Kilowatt capacity.	Number.	Kilowatt capacity.	Number	Kilowatt capacity.	Number.	Kilowatt capacity.
1	UNITED STATES	2,080	[1] 2,924,779	982	532,036	1,098	2,392,743	3,389	2,339,333
	GEOGRAPHIC DIVISIONS:								
2	New England	325	354,170	231	131,326	94	222,844	302	182,027
3	Middle Atlantic	392	706,917	204	91,729	188	615,188	868	828,350
4	East North Central	517	653,920	225	127,292	292	526,628	1,001	595,545
5	West North Central	200	297,613	88	46,083	112	251,530	254	184,630
6	South Atlantic	292	383,983	105	46,308	187	337,675	331	187,093
7	East South Central	96	109,505	44	33,155	52	76,350	106	59,525
8	West South Central	99	109,996	45	26,893	54	83,103	108	47,515
9	Mountain	28	40,435	9	6,050	19	34,385	67	27,423
10	Pacific	131	268,240	31	23,200	100	245,040	352	227,225
	NEW ENGLAND:								
11	Maine	51	22,814	26	4,892	25	17,922	35	14,750
12	New Hampshire	8	2,675	6	1,475	2	1,200	20	5,068
13	Vermont	21	7,727	13	1,227	8	6,500	16	3,900
14	Massachusetts	183	233,619	148	98,397	35	135,222	147	108,309
15	Rhode Island	10	41,100	5	5,600	5	35,500	30	23,400
16	Connecticut	52	46,235	33	19,735	19	26,500	54	26,600
	MIDDLE ATLANTIC:								
17	New York	211	527,289	87	36,579	124	490,710	565	634,805
18	New Jersey	22	14,550	17	8,050	5	6,500	20	6,775
19	Pennsylvania	159	165,078	100	47,100	59	117,978	283	186,770
	EAST NORTH CENTRAL:								
20	Ohio	235	338,041	118	69,435	117	268,606	394	239,100
21	Indiana	103	125,262	31	12,080	72	113,182	202	68,010
22	Illinois	95	103,475	35	16,100	60	87,375	243	216,290
23	Michigan	46	49,577	25	14,277	21	35,300	98	32,645
24	Wisconsin	38	37,565	16	15,400	22	22,165	64	39,500
	WEST NORTH CENTRAL:								
25	Minnesota	24	91,400	6	1,800	18	89,600	57	54,445
26	Iowa	81	74,191	31	9,421	50	64,770	65	28,750
27	Missouri	38	100,555	20	25,605	18	74,950	88	84,185
28	North Dakota	.....	.....	.....	.....	.....	.....	.....	.....
29	South Dakota	.....	.....	.....	.....	.....	.....	2	200
30	Nebraska	15	20,475	8	5,375	7	15,100	10	6,725
31	Kansas	42	10,992	23	3,882	19	7,110	32	10,325
	SOUTH ATLANTIC:								
32	Delaware	10	18,300	3	2,400	7	15,900	8	2,600
33	Maryland	36	45,942	24	10,192	12	35,750	73	56,530
34	District of Columbia	8	13,350	4	2,350	4	11,000	40	29,500
35	Virginia	58	85,289	26	12,574	32	72,715	61	27,025
36	West Virginia	32	23,635	13	5,180	19	18,455	34	11,150
37	North Carolina	32	18,135	9	1,485	23	16,650	26	8,848
38	South Carolina	24	25,750	7	1,150	17	24,600	25	9,125
39	Georgia	61	129,282	6	5,502	55	123,780	55	39,955
40	Florida	31	24,300	13	5,475	18	18,825	9	2,360
	EAST SOUTH CENTRAL:								
41	Kentucky	18	30,625	12	8,825	6	21,800	36	20,375
42	Tennessee	30	38,205	12	11,580	18	26,625	31	15,600
43	Alabama	24	28,100	13	11,300	11	16,800	26	20,450
44	Mississippi	24	12,575	7	1,450	17	11,125	13	3,100
	WEST SOUTH CENTRAL:								
45	Arkansas	16	12,457	10	9,407	6	3,050	7	2,790
46	Louisiana	19	41,128	9	9,960	10	31,168	18	10,000
47	Oklahoma	11	9,540	5	655	6	8,885	15	7,325
48	Texas	53	46,871	21	6,871	32	40,000	68	27,400
	MOUNTAIN:								
49	Montana	.....	.....	.....	.....	.....	.....	15	3,173
50	Colorado	26	39,770	9	6,050	17	33,720	23	12,950
51	New Mexico	.....	.....	.....	.....	.....	.....	.....	.....
52	Arizona	2	665	.....	.....	2	665	1	100
53	Idaho	.....	.....	.....	.....	.....	.....	8	2,550
54	Wyoming	.....	.....	.....	.....	.....	.....	2	550
55	Nevada	.....	.....	.....	.....	.....	.....	.....	.....
56	Utah	.....	.....	.....	.....	.....	.....	18	8,100
	PACIFIC:								
57	Washington	66	173,160	13	7,300	53	165,860	97	73,630
58	Oregon	40	64,880	5	3,550	35	61,330	67	32,995
59	California	25	30,200	13	12,350	12	17,850	188	120,600
60	Hawaii	4	1,900	4	1,900	.....	.....	.....	.....
61	Porto Rico	6	1,025	3	225	3	800	1	150

[1] Includes duplication of energy purchased from electric railway companies; amount not ascertainable.

AND PURCHASED, BY GEOGRAPHIC DIVISIONS AND STATES, AND HAWAII AND PORTO RICO: 1917.

SUBSIDIARY EQUIPMENT—continued.								OUTPUT OF STATIONS AND ENERGY PURCHASED.			
Boosters.		Transformers.		Auxiliary generators.		Storage-battery cells.		Total kilowatt hours generated and purchased.[1]	Kilowatt hours purchased.	Kilowatt hours generated.	
Number.	Kilowatt capacity.	Number.	Kilowatt capacity.	Number.	Kilowatt capacity.	Number.	Ampere hours.				
138	26,517	9,227	3,136,937	180	21,648	19,373	136,603	12,187,850,831	4,947,348,042	7,240,502,789	1
28	5,480	756	220,081	8	1,195	3,657	8,043	999,938,383	193,076,125	806,862,258	2
22	2,322	2,291	858,070	22	1,970	6,377	24,357	3,305,150,097	1,632,794,419	1,672,355,678	3
37	8,416	2,109	604,168	64	6,549	5,295	51,940	3,205,626,151	1,430,420,881	1,775,205,270	4
4	1,100	791	222,275	2	150	214	140	953,195,753	275,527,139	677,668,614	5
16	2,173	984	447,230	36	3,755	1,568	20,002	1,265,464,751	423,096,706	842,368,045	6
.....	.....	473	95,848	2	170	358	1,250	411,334,558	207,868,700	203,465,858	7
13	4,575	235	65,138	20	5,438	70	60	375,989,150	70,449,880	305,539,270	8
5	685	440	64,576	.....	.....	.....	.....	181,910,265	82,155,833	99,754,432	9
13	1,766	1,145	559,551	26	2,421	1,834	30,811	1,489,241,723	631,958,359	857,283,364	10
4	960	156	52,676	4	100	567	2,243	102,270,393	40,673,687	61,596,706	11
5	680	33	3,630	1	120	724	2,320	16,498,019	11,006,954	5,491,065	12
2	103	50	8,395	3	975	773	980	21,754,488	10,152,558	11,601,930	13
9	2,047	312	104,245	.....	.....	1,249	2,120	634,367,683	97,326,716	537,040,967	14
2	300	64	22,775	.....	.....	240	240	80,610,414	5,694,897	74,915,517	15
6	1,390	141	28,360	.....	.....	104	140	144,437,386	28,221,313	116,216,073	16
10	912	1,663	629,394	6	540	5,103	22,807	2,068,249,194	814,182,345	1,254,066,849	17
4	535	49	6,385	.....	.....	.....	.....	267,944,362	245,049,086	22,895,276	18
8	875	582	222,391	16	1,430	1,274	1,550	968,956,541	573,562,989	395,393,553	19
10	1,910	834	333,089	27	3,590	848	19,890	1,195,400,823	190,291,931	1,005,108,892	20
2	400	548	103,657	8	457	76	400	359,504,077	71,298,793	288,205,284	21
19	5,162	498	109,777	10	1,602	3,806	27,000	1,197,748,424	940,766,524	256,981,900	22
5	844	149	33,605	16	660	510	4,500	303,851,637	188,997,670	114,853,967	23
1	100	80	24,040	3	240	55	150	149,121,190	39,065,963	110,055,227	24
3	900	147	54,090	.....	.....	.....	.....	176,329,839	23,860,491	152,469,348	25
.....	.....	358	57,765	2	150	.....	.....	184,533,500	31,241,057	153,292,443	26
1	200	209	97,580	.....	.....	.....	.....	485,180,922	184,192,770	300,988,152	27
.....	.....	.....	.....	.....	.....	.....	.....	1,095,231	1,095,231	.....	28
.....	.....	.....	.....	.....	.....	.....	.....	1,108,110	1,108,110	.....	29
.....	.....	12	1,325	.....	.....	.....	.....	52,583,102	3,341,588	49,241,514	30
.....	.....	65	11,515	.....	.....	214	140	52,365,049	30,687,892	21,677,157	31
2	500	30	10,000	.....	.....	.....	.....	49,040,765	.....	49,040,765	32
5	876	226	75,200	8	230	405	252	186,992,242	140,234,254	46,757,988	33
2	108	31	11,805	3	240	192	320	98,905,085	69,290,966	29,614,119	34
4	290	146	53,105	1	125	340	900	231,490,727	21,063,702	210,427,025	35
2	300	82	16,990	3	200	50	8,800	112,161,029	25,300,487	86,860,542	36
.....	.....	181	61,565	5	730	113	410	86,247,280	57,744,453	28,502,827	37
.....	.....	66	26,250	1	300	.....	.....	103,864,064	62,985,134	40,878,930	38
1	100	192	190,285	5	1,550	468	9,320	364,690,403	45,506,100	319,184,303	39
.....	.....	30	2,030	10	380	.....	.....	32,073,156	971,610	31,101,546	40
.....	.....	87	16,670	.....	.....	.....	.....	101,773,778	30,516,586	71,257,192	41
.....	.....	249	55,043	.....	.....	124	800	170,036,376	79,354,017	90,682,359	42
.....	.....	107	21,805	2	170	10	150	116,222,783	94,718,843	21,503,940	43
.....	.....	30	2,330	.....	.....	224	300	23,301,621	3,279,254	20,022,367	44
9	3,450	37	4,000	4	5,000	.....	.....	37,441,566	4,360,889	33,080,677	45
1	500	29	10,407	2	50	.....	.....	137,777,073	5,314,781	132,462,292	46
2	400	23	4,160	4	40	.....	.....	27,522,189	7,036,876	20,485,313	47
1	225	146	46,571	10	348	70	60	173,248,322	53,737,334	119,510,988	48
2	265	27	4,010	.....	.....	.....	.....	17,927,151	17,927,151	.....	49
1	120	154	47,752	.....	.....	.....	.....	111,508,542	13,281,070	98,227,472	50
.....	.....	.....	.....	.....	.....	.....	.....	388,560	388,560	.....	51
2	300	187	1,888	.....	.....	.....	.....	5,148,788	3,621,828	1,526,960	52
.....	.....	18	1,680	.....	.....	.....	.....	5,743,494	5,743,494	.....	53
.....	.....	6	660	.....	.....	.....	.....	843,735	843,735	.....	54
.....	.....	.....	.....	.....	.....	.....	.....	538,060	538,060	.....	55
.....	.....	48	8,586	.....	.....	.....	.....	39,811,935	39,811,935	.....	56
7	1,253	714	434,581	26	2,421	1,084	13,211	743,745,783	116,797,063	626,948,720	57
1	135	129	30,160	.....	.....	132	5,000	233,152,742	15,066,427	218,086,315	58
5	378	302	94,810	.....	.....	618	12,600	512,343,198	500,094,869	12,248,329	59
1	180	.....	.....	.....	.....	.....	.....	4,734,000	.....	4,734,000	60
.....	.....	7	145	3	34	.....	.....	7,445,563	5,054,962	2,390,601	61

[1] Includes 71,129 kilowatt capacity of idle equipment—37 direct-current dynamos of 9,032 kilowatts and 42 alternating-current dynamos of 62,097 kilowatts.

TABLE 147.—FUEL FOR POWER, BY GEOGRAPHIC DIVISIONS AND STATES, AND HAWAII AND PORTO RICO: 1917.

DIVISION AND STATE.	COAL.		Coke (tons of 2,000 pounds).	Oil, including gasoline & (barrels).	Gas (1,000 cubic feet).
	Bituminous (tons of 2,000 pounds).	Anthracite (tons of 2,240 pounds).			
UNITED STATES	9,251,805	742,834	17,319	1,312,270	5,606,244
GEOGRAPHIC DIVISIONS:					
New England	1,003,857	11,623		50	
Middle Atlantic	1,613,002	704,030	131	53	195,728
East North Central	3,766,771	16,209	2,715	25,865	1,488,681
West North Central	1,362,117	9,875	13,619	371,712	299,837
South Atlantic	691,375	1,097	854	83,583	1,094,918
East South Central	393,540			102	301,475
West South Central	213,435			544,515	2,225,605
Mountain	150,923			13,086	
Pacific	56,785			273,304	
NEW ENGLAND:					
Connecticut	223,548	858			
Maine	2,603				
Massachusetts	673,042	10,765		50	
New Hampshire	2,414				
Rhode Island	102,174				
Vermont	76				
MIDDLE ATLANTIC:					
New Jersey	56,893				
New York	1,115,320	411,289			145,310
Pennsylvania	440,789	292,741	131	53	50,418
EAST NORTH CENTRAL:					
Illinois	676,561			855	
Indiana	790,033	525			
Michigan	235,948	14,710	280		
Ohio	1,901,518	967	1,647	25,010	1,488,681
Wisconsin	162,711	7	788		
WEST NORTH CENTRAL:					
Iowa	475,690	1,306	8,895		
Kansas	54,231				295,444
Minnesota	165,261	8,569		1,071	
Missouri	577,352		3,156	361,206	4,393
Nebraska	89,583		1,568	9,418	
North Dakota				17	
SOUTH ATLANTIC:					
Delaware	80,056				
District of Columbia	45,901				
Florida	20,468			83,170	
Georgia	83,262			413	
Maryland	98,037	1,047			
North Carolina	20,556		354		
South Carolina	22,751		500		
Virginia	197,902				
West Virginia	122,442	50			1,094,918
EAST SOUTH CENTRAL:					
Alabama	54,386				
Kentucky	122,122				301,454
Mississippi	45,609				21
Tennessee	171,423			102	
WEST SOUTH CENTRAL:					
Arkansas	17,945			1,750	1,193,394
Louisiana	141,458			18,414	232,184
Oklahoma	1,350			16,910	756,545
Texas	52,682			507,441	43,482
MOUNTAIN:					
Arizona				13,086	
Colorado	150,923				
PACIFIC:					
California				87,031	
Oregon				29,374	
Washington	56,785			156,899	
Hawaii				28,067	
Porto Rico				22,180	

TABLE 148.—TRAFFIC STATISTICS—PASSENGERS, CAR MILEAGE, AND CAR HOURS, BY

	DIVISION AND STATE.	Census year.	Number of operating companies.	Miles of track operated.	NUMBER OF PASSENGERS. Total.	Revenue.	Transfer.	Free.
1	UNITED STATES	1917	[3] 943	44,835.37	14,506,914,573	11,304,660,462	3,021,137,935	181,116,176
2		1912	[3] 975	41,064.82	12,135,341,716	9,545,554,667	2,423,918,024	165,869,025
3		1907	[4] 945	34,381.51	9,533,080,766	7,441,114,508	1,995,658,101	96,308,157
	GEOGRAPHIC DIVISIONS:							
4	New England	1917	86	5,558.19	1,694,779,084	1,242,076,786	434,239,701	18,462,597
5		1912	91	5,294.55	1,380,035,701	1,051,161,737	311,827,039	17,046,925
6		1907	121	4,874.04	1,135,157,592	875,115,527	254,470,689	5,571,376
7	Middle Atlantic	1917	241	10,572.25	5,027,469,984	4,225,287,044	761,951,265	40,231,675
8		1912	246	10,043.03	4,125,221,246	3,513,720,591	577,219,067	34,281,588
9		1907	249	8,829.98	3,512,933,679	2,839,019,161	645,301,252	28,613,266
10	East North Central	1917	223	12,670.86	3,741,785,407	2,712,624,699	963,766,934	65,393,774
11		1912	222	11,809.69	2,968,575,745	2,159,620,746	756,840,810	52,114,189
12		1907	220	10,335.97	2,140,712,142	1,607,894,497	509,117,585	23,700,060
13	West North Central	1917	83	3,665.42	1,244,121,243	902,368,927	334,299,693	7,452,623
14		1912	85	3,098.62	1,063,762,274	787,301,146	264,945,769	11,515,359
15		1907	73	2,508.36	829,769,949	615,630,852	206,192,666	7,946,431
16	South Atlantic	1917	94	3,277.86	943,592,756	747,561,816	184,691,325	11,339,615
17		1912	107	2,962.28	791,277,464	616,724,741	163,321,953	11,230,770
18		1907	101	2,294.23	622,578,893	487,981,528	125,024,241	9,573,124
19	East South Central	1917	49	1,450.20	361,052,306	292,004,689	62,642,847	6,404,770
20		1912	45	1,287.26	342,143,945	268,785,533	66,038,851	7,319,561
21		1907	40	1,064.69	280,303,039	220,887,485	53,285,642	6,129,912
22	West South Central	1917	68	1,682.37	385,275,805	313,203,554	65,519,964	6,552,287
23		1912	79	1,376.23	330,702,628	270,745,675	53,552,763	6,404,190
24		1907	50	841.22	223,797,205	193,338,141	27,030,374	3,428,690
25	Mountain	1917	39	1,268.58	191,917,415	162,222,128	26,734,632	2,960,655
26		1912	40	1,007.32	185,383,120	154,224,248	27,730,485	3,428,387
27		1907	28	601.39	139,506,114	113,304,063	23,906,697	2,295,354
28	Pacific	1917	60	4,689.64	916,920,573	707,310,819	187,291,574	22,318,180
29		1912	60	4,185.84	948,239,593	723,270,250	202,441,287	22,528,056
30		1907	63	3,031.63	648,322,153	487,943,254	151,328,955	9,049,944
	NEW ENGLAND:							
31	Maine	1917	16	577.00	61,789,846	55,463,285	4,679,745	1,646,816
32		1912	16	536.38	53,184,598	47,049,038	5,008,992	1,126,568
33		1907	17	424.06	40,657,875	36,730,146	3,787,891	139,838
34	New Hampshire	1917	13	203.37	26,341,020	23,405,151	2,852,459	83,410
35		1912	13	246.26	26,651,471	23,673,362	2,708,290	269,819
36		1907	16	247.10	22,020,103	20,086,690	1,704,139	229,274
37	Vermont	1917	9	107.95	9,268,385	8,738,378	483,389	46,618
38		1912	9	102.85	8,761,648	8,135,725	517,841	108,082
39		1907	10	124.31	7,460,680	7,103,082	357,598	.....
40	Massachusetts	1917	39	3,166.81	1,219,706,121	834,538,961	373,405,342	11,761,818
41		1912	43	3,010.48	974,688,684	705,918,383	257,021,576	11,748,725
42		1907	63	2,877.50	814,586,310	597,469,848	213,574,726	3,541,736
43	Rhode Island	1917	2	414.35	128,220,984	113,191,055	13,717,456	1,312,473
44		1912	2	395.71	109,378,667	94,085,390	13,924,508	1,368,769
45		1907	6	419.92	104,273,001	91,171,989	11,589,102	1,511,910
46	Connecticut	1917	7	1,088.71	249,452,728	206,739,956	39,101,310	3,611,462
47		1912	8	1,002.87	207,370,633	172,299,839	32,645,832	2,424,962
48		1907	9	781.15	146,159,623	122,553,772	23,457,233	148,618
	MIDDLE ATLANTIC:							
49	New York	1917	100	4,893.49	2,951,805,264	2,492,325,233	444,536,365	14,943,666
50		1912	101	4,605.44	2,473,872,433	2,126,964,018	336,017,654	10,890,761
51		1907	101	3,884.74	2,123,242,239	1,657,686,801	455,906,610	9,648,828
52	New Jersey	1917	22	1,354.35	555,286,203	432,874,767	109,970,183	12,441,273
53		1912	24	1,319.85	452,964,664	356,858,007	86,315,721	9,790,936
54		1907	26	1,324.12	345,202,599	269,099,070	69,329,479	6,774,050
55	Pennsylvania	1917	119	4,324.41	1,520,378,517	1,300,087,044	207,444,717	12,846,756
56		1912	121	4,117.74	1,198,384,149	1,029,898,566	154,885,692	13,599,891
57		1907	122	3,621.12	1,044,488,841	912,233,290	120,065,163	12,190,388
	EAST NORTH CENTRAL:							
58	Ohio	1917	74	4,290.18	1,034,245,928	811,912,634	212,580,231	9,753,063
59		1912	75	4,069.12	814,481,364	632,332,134	172,227,558	9,921,672
60		1907	73	3,762.69	608,599,567	480,843,805	122,195,401	5,560,361
61	Indiana	1917	32	2,353.18	231,290,386	191,132,390	35,429,747	4,728,249
62		1912	34	2,301.34	211,469,425	173,019,238	33,462,108	4,988,079
63		1907	33	1,932.93	169,110,331	137,547,183	27,277,769	4,285,379
64	Illinois	1917	75	3,478.47	1,665,552,944	1,096,803,684	530,132,860	38,616,400
65		1912	67	3,125.84	1,395,234,949	932,667,608	435,752,683	26,814,658
66		1907	70	2,774.67	993,589,254	703,493,137	283,335,431	6,760,686
67	Michigan	1917	21	1,749.90	593,096,656	447,780,173	134,132,176	11,184,307
68		1912	22	1,507.26	371,396,806	286,955,619	75,170,049	9,271,138
69		1907	24	1,275.03	237,073,769	183,239,012	47,410,475	6,424,282
70	Wisconsin	1917	21	790.13	217,599,493	164,995,818	51,491,920	1,111,755
71		1912	24	860.13	175,993,201	134,646,147	40,228,412	1,118,642
72		1907	20	590.65	132,339,221	102,771,360	28,898,509	669,352

(See footnotes at end of table, pp. 140, 141.)

GEOGRAPHIC DIVISIONS AND STATES: 1917, 1912, AND 1907; HAWAII AND PORTO RICO: 1917 AND 1907.

REVENUE CAR MILES.			COMPANIES REPORTING REVENUE CAR HOURS.					AVERAGE NUMBER OF REVENUE PASSENGERS—			
					Revenue car hours.						
Total.	Passenger cars.	Express, freight, and mail cars.	Number of companies.	Revenue passengers.	Total number.	Passenger cars.	Express, freight, and mail cars.	Per mile of track.[1]	Per revenue passenger car mile.	Per revenue passenger car hour.	
2,139,801,530	2,087,818,534	51,982,996	836	10,687,561,878	203,056,931	199,052,633	4,004,298	260,868	5.41	53.69	1
1,921,620,074	1,885,870,157	35,749,917	899	9,075,785,815	190,478,140	187,590,223	2,887,917	232,556	5.06	48.38	2
1,617,731,300	1,583,831,199	33,900,101	734	6,401,840,576	151,338,944	148,678,052	2,660,892	216,522	4.70	43.06	3
209,504,233	205,105,570	4,398,663	83	1,241,635,297	22,171,209	21,518,064	653,145	230,975	6.06	57.70	4
191,451,066	188,554,259	2,896,807	85	1,045,799,694	19,639,455	19,264,804	374,651	198,536	5.57	54.28	5
176,730,085	173,312,851	3,417,234	81	673,592,890	14,348,466	14,005,608	342,858	179,546	5.05	48.09	6
705,861,026	700,165,959	5,695,067	233	4,219,454,511	70,336,636	69,516,511	820,125	416,566	6.03	60.70	7
663,588,817	658,874,277	4,714,540	236	3,442,612,865	67,971,951	67,276,969	694,982	349,867	5.33	51.17	8
571,192,811	564,980,273	6,212,538	199	2,739,389,151	60,836,678	60,261,185	575,493	321,520	5.02	45.46	9
543,028,741	526,613,387	17,415,354	180	2,317,555,188	46,203,445	44,988,894	1,214,551	221,150	5.16	51.51	10
474,239,256	461,620,512	12,618,744	196	1,854,265,520	40,806,316	39,797,448	1,008,868	183,142	4.68	46.59	11
403,817,479	392,858,725	10,958,754	172	1,225,717,593	32,614,702	31,557,393	1,057,309	155,789	4.09	38.84	12
173,865,881	169,342,985	4,522,896	79	899,011,326	18,262,788	17,802,608	460,180	256,717	5.33	50.50	13
152,346,875	150,077,714	2,269,161	83	786,475,592	16,355,142	16,115,252	239,890	254,081	5.25	48.80	14
127,231,467	126,069,386	1,162,081	54	592,237,640	13,203,237	13,080,025	123,212	245,432	4.88	45.28	15
142,657,669	138,745,840	3,911,829	82	721,037,208	15,261,768	14,965,416	296,352	234,593	5.39	48.18	16
124,591,004	122,989,023	1,601,981	95	600,168,042	14,201,550	13,967,241	234,309	208,193	5.01	42.97	17
105,825,575	104,955,444	870,131	85	273,563,022	7,277,269	7,190,075	87,194	212,699	4.65	38.05	18
64,293,663	63,725,624	568,039	39	211,827,501	5,259,202	5,211,663	47,539	207,209	4.58	40.64	19
58,056,424	57,462,686	593,738	40	265,607,299	6,538,414	6,477,336	61,078	208,947	4.68	41.01	20
49,264,244	48,577,842	686,402	35	167,080,195	4,421,298	4,340,440	80,858	207,456	4.55	38.49	21
77,410,852	76,461,384	949,468	57	302,096,915	7,933,815	7,864,724	69,091	190,909	4.10	38.41	22
61,616,556	61,086,645	529,911	76	266,688,939	7,020,648	6,970,848	49,800	196,730	4.43	38.26	23
46,122,447	45,464,447	658,000	41	189,930,142	5,097,144	5,052,162	44,982	229,831	4.25	37.59	24
34,120,052	32,653,744	1,466,308	35	161,069,447	3,537,234	3,293,801	243,428	131,186	4.97	48.90	25
30,149,835	29,897,485	252,350	35	108,340,232	2,361,962	2,352,578	9,384	153,104	5.16	46.05	26
23,372,469	22,978,762	393,707	15	69,168,514	1,537,628	1,503,245	34,383	188,404	4.98	46.01	27
189,059,413	176,004,041	13,055,372	48	613,874,485	14,090,844	13,890,952	199,892	155,068	4.02	44.19	28
165,580,241	155,307,556	10,272,685	53	705,827,632	15,582,702	15,367,747	214,955	172,790	4.66	45.93	29
114,174,723	104,633,469	9,541,254	52	471,161,429	12,002,522	11,687,919	314,603	160,951	4.66	40.31	30
12,255,066	11,517,858	737,208	15	55,289,185	1,229,343	1,123,372	105,971	98,216	4.82	49.22	31
11,124,224	10,550,279	573,945	15	47,045,303	1,140,928	1,057,073	83,855	87,716	4.46	44.51	32
9,074,069	8,802,670	271,399	12	20,994,682	554,707	517,402	37,305	86,615	4.17	40.58	33
3,890,158	3,873,958	16,200	12	23,373,050	432,973	430,697	2,276	117,507	6.04	54.27	34
4,726,181	4,705,228	20,953	13	23,673,362	495,171	492,591	2,580	96,132	5.03	48.06	35
4,776,654	4,656,629	120,025	12	17,310,221	443,367	414,050	29,317	81,290	4.31	41.81	36
1,865,039	1,788,203	76,836	8	8,503,090	220,863	216,717	4,146	82,004	4.89	39.24	37
1,776,244	1,727,407	48,837	6	4,311,514	100,890	98,340	2,550	79,103	4.71	43.84	38
1,810,853	1,771,987	38,866	4	993,148	37,003	35,763	1,240	57,140	4.01	27.77	39
137,559,415	135,459,842	2,099,573	39	834,538,961	13,903,812	13,571,767	332,045	273,981	6.16	61.49	40
125,893,579	125,062,538	831,041	41	704,384,286	12,744,981	12,617,068	127,913	234,487	5.64	55.83	41
118,671,549	117,168,135	1,503,414	40	532,280,812	11,281,728	11,065,616	216,112	207,635	5.10	48.10	42
17,204,159	16,743,454	460,705	2	113,191,055	2,422,066	2,364,476	57,590	283,858	6.76	47.87	43
15,085,155	14,731,612	353,543	2	94,085,390	1,759,107	1,718,345	40,762	237,763	6.39	54.75	44
15,737,978	15,335,805	402,173	5	90,715,622	1,782,707	1,729,046	53,661	217,118	5.95	52.47	45
36,730,396	35,722,255	1,008,141	7	206,739,956	3,962,152	3,811,035	151,117	194,604	5.79	54.25	46
32,845,683	31,777,195	1,068,488	8	172,299,839	3,398,378	3,281,387	116,991	171,807	5.42	52.51	47
26,658,982	25,577,625	1,081,357	8	11,298,405	248,954	243,731	5,223	156,889	4.79	46.36	48
432,266,955	429,475,349	2,791,606	98	2,492,225,233	40,760,132	40,399,018	361,114	534,499	5.80	61.69	49
411,007,777	408,691,799	2,315,978	100	2,068,884,824	39,241,635	38,840,011	401,624	461,837	5.20	53.27	50
336,783,703	332,506,950	4,276,753	93	1,651,300,284	35,767,445	35,295,886	471,559	426,718	4.99	46.78	51
68,966,244	68,914,106	52,138	20	431,252,387	7,273,355	7,263,205	10,150	336,637	6.28	59.37	52
60,994,398	60,929,169	65,229	23	355,865,814	6,788,325	6,781,275	7,050	270,378	5.86	52.48	53
55,658,531	55,029,951	628,580	15	243,076,632	5,443,917	5,442,097	1,820	203,229	4.89	44.67	54
204,627,827	201,776,504	2,851,323	115	1,295,976,891	22,303,149	21,854,268	448,861	309,962	6.44	59.30	55
191,586,642	189,253,309	2,333,333	113	1,017,862,227	21,941,991	21,655,683	286,308	250,113	5.44	47.00	56
178,750,577	177,443,372	1,307,205	91	845,012,235	19,625,316	19,523,202	102,114	251,920	5.14	43.28	57
153,468,636	147,556,054	5,912,582	51	455,819,828	9,382,492	9,115,073	267,419	194,619	5.50	50.01	58
137,547,824	132,444,038	5,103,786	63	350,683,512	9,188,940	8,818,031	370,909	155,398	4.77	39.77	59
124,480,321	120,596,365	3,883,956	52	292,606,535	8,114,202	7,843,695	270,507	127,793	3.99	37.30	60
52,213,871	49,416,294	2,797,577	20	173,572,331	4,181,757	3,979,144	202,613	82,649	3.87	43.62	61
47,879,465	45,720,000	2,159,465	30	169,281,584	4,201,242	4,004,263	196,979	75,182	3.78	42.28	62
41,369,611	39,504,604	1,865,007	26	132,470,502	3,923,040	3,734,879	188,161	71,160	3.48	35.47	63
225,444,667	219,738,870	5,705,797	70	1,078,987,325	21,104,796	20,627,731	477,065	329,618	4.99	52.31	64
201,026,579	197,750,090	3,276,489	64	918,406,869	18,669,459	18,479,732	189,727	300,066	4.72	49.70	65
170,332,063	166,646,747	3,685,316	60	643,214,662	16,687,877	16,149,124	538,753	254,919	4.22	39.83	66
82,294,051	79,401,488	2,892,563	20	444,638,307	8,401,476	8,147,367	254,109	264,456	5.64	54.57	67
61,189,274	59,233,006	1,956,268	20	285,317,588	6,126,437	5,885,373	241,064	190,382	4.84	48.48	68
45,536,200	44,388,125	1,448,075	17	57,737,109	1,656,057	1,607,346	48,711	143,713	4.13	35.92	69
29,607,516	29,500,681	106,835	19	164,537,397	3,132,924	3,119,579	13,345	216,843	5.59	52.74	70
26,596,114	26,473,378	122,736	19	130,575,967	2,620,238	2,610,049	10,189	167,028	5.09	50.03	71
21,799,284	21,722,884	76,400	17	99,688,785	2,233,526	2,222,349	11,177	173,997	4.73	44.86	72

(See footnotes at end of table, pp. 140, 141.)

TABLE 148.—TRAFFIC STATISTICS—PASSENGERS, CAR MILEAGE, AND CAR HOURS, BY GEOGRAPHIC

	Division and state.	Census year.	Number of operating companies.	Miles of track operated.	Number of passengers.			
					Total.	Revenue.	Transfer.	Free.
	West North Central:							
1	Minnesota	1917	10	668.94	316,904,581	235,943,196	78,952,495	2,008,890
2		1912	9	555.18	249,490,524	186,918,421	61,611,666	960,437
3		1907	5	457.15	175,451,502	136,122,311	39,158,456	170,735
4	Iowa	1917	22	990.69	119,348,038	103,808,186	13,140,022	2,309,830
5		1912	24	803.87	109,450,938	93,417,773	13,117,251	2,915,914
6		1907	24	639.84	73,611,748	61,439,860	11,114,440	1,057,448
7	Missouri	1917	20	1,144.28	660,703,957	442,755,505	215,964,852	1,983,600
8		1912	19	996.00	575,813,719	402,209,826	167,213,033	6,390,860
9		1907	14	921.67	492,716,513	346,361,741	140,454,246	5,900,526
10	North Dakota	1917	4	31.18	3,063,647	2,840,840	221,298	1,509
11		1912	3	26.02	3,078,958	2,861,707	195,391	21,860
12		1907	4	16.09	2,105,860	1,871,994	233,866	.....
13	South Dakota	1917	2	24.44	2,105,626	1,914,947	172,529	18,150
14		1912	2	21.59	1,748,284	1,655,744	81,711	9,829
15		1907	1	5.00	125,515	125,515	.....	.....
16	Nebraska	1917	6	244.89	95,782,721	74,560,104	20,765,122	457,495
17		1912	7	243.80	82,867,589	64,709,312	17,570,540	587,737
18		1907	8	218.73	61,731,806	49,323,051	11,975,339	433,416
19	Kansas	1917	19	561.00	46,212,673	40,456,149	5,083,375	673,149
20		1912	21	452.16	41,312,262	35,527,363	5,156,177	628,722
21		1907	17	249.88	24,027,005	20,386,380	3,256,319	384,306
	South Atlantic:							
22	Delaware	1917	1	91.55	32,648,315	26,046,911	5,571,795	1,029,609
23		1912	4	90.37	21,881,379	18,023,562	3,498,863	358,954
24		1907	4	95.93	19,282,805	15,723,757	3,227,211	331,837
25	Maryland	1917	14	727.35	315,969,539	228,633,563	83,875,660	2,460,316
26		1912	14	692.51	259,978,572	186,828,016	69,914,407	3,236,149
27		1907	13	536.18	211,402,192	152,268,326	55,614,404	3,519,462
28	District of Columbia	1917	4	240.65	165,445,889	125,535,527	39,424,170	486,192
29		1912	7	214.23	153,887,045	114,099,618	39,078,631	708,796
30		1907	6	176.03	130,490,524	91,569,056	38,439,924	481,544
31	Virginia	1917	16	581.35	135,411,909	112,813,983	21,088,284	1,509,642
32		1912	18	561.86	114,601,299	91,980,005	20,704,367	1,916,927
33		1907	23	515.54	88,614,999	77,300,268	9,531,818	1,782,913
34	West Virginia	1917	19	471.17	80,920,697	76,162,837	3,261,527	1,496,333
35		1912	21	404.98	56,226,800	52,841,464	2,334,154	1,051,182
36		1907	15	265.41	44,616,042	42,749,821	1,183,122	683,099
37	North Carolina	1917	12	173.72	32,140,967	26,915,221	4,546,776	678,970
38		1912	13	190.26	25,500,960	21,241,446	3,605,985	653,529
39		1907	11	106.44	15,858,622	14,086,151	1,652,848	119,623
40	South Carolina	1917	7	335.73	28,408,318	25,042,140	2,874,835	491,343
41		1912	6	202.60	21,567,797	17,872,934	2,894,271	800,592
42		1907	7	131.26	18,277,936	15,694,635	2,104,371	478,930
43	Georgia	1917	13	473.31	114,021,766	93,640,506	19,000,810	1,380,450
44		1912	14	440.63	103,592,240	86,601,456	15,180,307	1,810,477
45		1907	12	349.18	71,820,439	59,700,459	10,154,556	1,965,424
46	Florida	1917	8	183.03	38,625,356	32,771,128	5,047,468	806,760
47		1912	10	164.84	34,041,372	27,236,240	6,110,968	694,164
48		1907	10	118.26	22,215,334	18,889,055	3,115,987	210,292
	East South Central:							
49	Kentucky	1917	11	498.23	141,218,932	109,105,583	30,640,594	1,472,755
50		1912	10	493.21	132,217,034	103,512,260	26,903,064	1,801,710
51		1907	13	389.13	107,798,494	85,858,931	20,545,140	1,394,423
52	Tennessee	1917	14	462.00	122,655,470	101,824,749	17,772,205	3,058,516
53		1912	12	370.28	122,188,294	91,896,498	27,368,078	2,923,718
54		1907	9	297.50	99,268,212	73,746,986	22,829,867	2,691,359
55	Alabama	1917	13	367.18	84,962,155	70,343,556	13,038,793	1,579,806
56		1912	11	306.63	74,889,350	62,493,698	10,321,925	2,073,727
57		1907	10	291.66	62,923,421	52,197,482	8,842,346	1,883,593
58	Mississippi	1917	11	122.79	12,215,749	10,730,801	1,191,255	293,693
59		1912	12	117.14	12,849,267	10,883,077	1,445,784	520,406
60		1907	8	86.40	10,312,912	9,084,086	1,068,289	160,537
	West South Central:							
61	Arkansas	1917	10	131.36	30,525,360	26,283,177	3,406,850	835,333
62		1912	10	122.92	28,168,102	24,304,436	3,072,453	791,213
63		1907	8	87.39	20,916,339	17,145,387	3,078,670	692,282
64	Louisiana	1917	11	330.59	134,017,669	105,753,068	25,950,541	2,314,060
65		1912	13	285.10	117,037,478	94,052,645	21,355,874	1,628,959
66		1907	11	238.52	94,785,724	85,193,632	8,045,350	1,546,742
67	Oklahoma	1917	15	280.01	35,820,508	30,766,522	4,576,315	477,671
68		1912	17	251.56	25,491,981	22,120,519	2,982,221	389,241
69		1907	8	100.44	11,089,973	9,502,472	1,563,932	23,569
70	Texas	1917	32	940.41	184,912,268	150,400,787	31,586,258	2,925,223
71		1912	39	716.65	160,005,067	130,268,075	26,142,215	3,594,777
72		1907	23	414.87	97,005,169	81,496,650	14,342,422	1,166,097

(See footnotes at end of table, pp. 140, 141.)

DIVISIONS AND STATES: 1917, 1912, AND 1907; HAWAII AND PORTO RICO: 1917 AND 1907—Continued.

Revenue car miles.			Companies reporting revenue car hours.					Average number of revenue passengers—			
Total.	Passenger cars.	Express, freight, and mail cars.	Number of companies.	Revenue passengers.	Revenue car hours. Total number.	Passenger cars.	Express, freight, and mail cars.	Per mile of track.[1]	Per revenue passenger car mile.	Per revenue passenger car hour.	
33,793,434	33,698,412	95,022	10	235,943,196	4,064,026	4,055,722	8,304	372,679	6.10	58.18	1
32,793,134	32,687,433	105,701	9	186,918,421	3,518,409	3,509,023	9,386	336,681	5.72	53.27	2
24,370,694	24,370,694	.....	5	136,122,311	2,691,665	2,691,665	.....	297,763	5.59	50.57	3
25,293,112	22,362,827	2,930,285	20	100,657,810	2,576,027	2,310,617	265,410	110,092	4.65	43.56	4
22,122,185	20,908,972	1,213,213	23	92,998,963	2,479,980	2,404,551	75,429	116,210	4.47	38.68	5
17,128,619	16,647,266	481,353	19	59,801,661	1,931,989	1,895,247	36,742	95,024	3.69	31.60	6
80,670,043	80,106,689	563,354	19	442,689,255	8,507,025	8,448,975	58,050	401,101	5.53	52.40	7
72,573,075	72,094,357	478,718	19	402,209,826	7,713,425	7,625,733	87,092	403,825	5.58	52.74	8
69,137,991	68,615,923	522,068	10	336,851,227	7,098,256	7,015,863	82,393	375,798	5.05	48.01	9
709,310	709,310	.....	3	2,789,865	94,008	94,008	.....	92,899	4.01	29.68	10
660,451	657,058	3,393	3	2,861,707	89,525	87,804	1,721	109,981	4.36	32.59	11
389,218	389,218	.....	4	1,871,994	61,558	61,558	.....	116,345	4.81	30.41	12
562,647	562,647	.....	2	1,914,947	78,152	78,152	.....	79,590	3.40	24.50	13
474,292	474,292	.....	1	1,250,000	35,600	35,600	.....	76,737	3.49	35.11	14
48,600	48,600	.....	1	125,515	3,312	3,312	.....	25,108	2.58	37.90	15
14,018,246	13,861,634	156,622	6	74,560,104	1,531,578	1,505,062	26,526	316,577	5.38	49.54	16
12,613,274	12,414,530	198,744	7	64,709,312	1,372,853	1,349,078	23,775	265,420	5.21	47.97	17
10,356,712	10,248,974	107,738	7	49,209,051	1,135,978	1,132,741	3,237	225,497	4.81	43.52	18
13,819,088	13,041,476	777,612	19	40,456,149	1,411,977	1,310,087	101,890	72,883	3.10	30.88	19
11,110,464	10,841,072	269,392	21	35,527,363	1,145,350	1,103,463	41,887	75,573	3.28	32.20	20
5,799,633	5,748,711	50,922	8	8,075,881	280,479	279,639	840	81,585	3.55	28.88	21
4,123,064	4,123,064	.....	1	26,046,911	550,318	550,318	.....	291,777	6.32	47.33	22
3,967,217	3,957,461	9,756	4	18,022,562	647,298	643,176	4,122	199,442	4.55	28.02	23
4,013,211	3,991,161	22,050	4	15,723,757	480,797	476,197	3,600	163,909	3.94	32.34	24
40,328,214	39,536,022	792,192	12	225,162,957	4,277,346	4,202,708	74,643	330,434	5.78	53.58	25
34,438,526	33,810,936	627,590	12	184,739,227	3,995,687	3,886,016	109,671	299,784	5.53	47.54	26
29,351,027	28,963,767	387,260	9	9,057,717	249,354	246,136	3,218	283,957	5.26	36.30	27
18,538,345	18,501,160	37,185	4	125,535,527	2,108,969	2,105,776	3,193	548,046	6.79	59.61	28
18,558,418	18,554,716	3,702	7	114,009,618	2,182,633	2,182,352	281	532,603	6.15	52.28	29
19,385,292	19,377,792	7,500	5	50,581,076	1,068,718	1,068,718	.....	520,190	4.73	47.33	30
21,968,083	21,664,026	304,057	15	112,784,957	2,728,856	2,625,832	103,024	197,024	5.21	42.95	31
19,902,961	19,541,487	361,494	16	90,206,115	2,231,537	2,190,609	40,928	163,706	4.71	41.18	32
18,096,351	17,960,718	135,633	22	76,085,516	2,052,114	2,027,567	24,547	149,940	4.30	37.53	33
14,622,900	14,017,775	605,125	18	75,867,281	1,537,917	1,458,058	79,859	164,282	5.43	52.03	34
11,706,784	11,507,300	199,484	21	52,841,464	1,255,465	1,217,884	37,581	130,479	4.59	43.39	35
8,296,777	8,247,777	49,000	11	21,632,707	550,914	545,646	5,268	161,071	5.18	39.65	36
6,734,772	6,692,833	31,939	7	10,819,776	400,253	397,253	3,000	158,241	4.02	27.24	37
5,997,546	5,890,872	106,674	10	16,061,771	571,655	563,475	8,180	111,644	3.61	28.50	38
3,868,204	3,809,645	58,559	9	12,393,199	422,293	408,183	14,110	132,339	3.70	30.36	39
8,235,764	6,308,377	1,927,387	5	18,739,468	510,493	501,558	8,935	75,667	3.97	37.36	40
4,657,872	4,644,233	13,639	4	14,730,360	514,501	513,301	1,200	88,218	3.85	28.70	41
3,826,478	3,805,370	20,108	7	15,694,635	440,218	436,618	3,600	119,569	4.12	35.96	42
20,907,644	20,749,796	157,848	13	93,640,506	2,312,011	2,293,500	18,511	208,717	4.51	40.83	43
19,217,358	19,013,795	203,563	13	85,145,417	2,105,217	2,079,915	25,302	196,540	4.55	40.94	44
14,600,261	14,488,830	111,431	9	54,037,305	1,486,796	1,472,260	14,536	170,973	4.12	36.70	45
7,208,883	7,152,787	56,096	7	32,439,825	835,605	830,418	5,187	182,295	4.58	39.06	46
6,144,302	6,068,223	76,079	8	24,320,508	697,557	690,513	7,044	185,228	4.49	35.22	47
4,388,974	4,310,384	78,590	9	18,357,110	517,065	498,750	18,315	159,725	4.38	36.81	48
22,865,008	22,577,178	287,830	7	40,498,393	931,748	923,746	8,002	225,560	4.83	43.84	49
22,274,394	21,998,513	275,881	8	101,423,145	2,376,057	2,370,419	5,638	209,875	4.71	42.79	50
18,750,421	18,345,627	404,794	10	34,594,077	946,637	914,715	31,922	220,643	4.68	37.82	51
21,400,684	21,314,283	86,401	11	99,906,834	2,328,062	2,321,093	6,969	226,584	4.78	43.04	52
18,935,984	18,898,337	37,647	11	91,533,893	2,216,241	2,216,063	178	248,181	4.86	41.30	53
15,928,762	15,884,612	44,150	9	73,746,966	1,867,141	1,857,382	9,759	247,889	4.64	39.70	54
16,087,615	15,862,057	175,558	11	62,434,842	1,632,239	1,603,341	28,898	197,655	4.43	38.94	55
13,313,450	13,041,770	271,680	10	62,269,135	1,564,752	1,510,780	53,972	203,808	4.79	41.22	56
11,785,298	11,554,680	230,618	10	52,197,482	1,360,911	1,321,734	39,177	178,987	4.52	39.49	57
3,990,356	3,972,106	18,250	10	8,986,932	367,133	363,483	3,650	89,245	2.70	24.72	58
3,532,546	3,524,066	8,530	11	10,341,126	381,364	380,074	1,290	93,610	3.09	27.31	59
2,799,763	2,792,923	6,840	6	6,541,650	246,609	246,609	.....	105,140	3.25	26.53	60
5,917,302	5,915,586	1,716	9	26,036,415	681,944	681,584	360	208,762	4.44	38.20	61
5,593,487	5,585,314	8,173	9	24,303,786	655,993	655,261	732	197,726	4.35	37.09	62
4,331,294	4,329,034	2,260	5	16,036,189	442,725	429,355	3,370	195,194	3,96	36.50	63
23,832,650	23,832,650	.....	9	99,408,256	2,496,593	2,496,593	.....	329,808	4.44	39.82	64
21,812,319	21,794,369	17,950	13	94,052,645	2,484,356	2,482,663	1,693	329,894	4.32	37.88	65
20,506,652	20,174,162	332,490	9	83,783,967	2,183,074	2,182,974	100	357,176	4.22	38.38	66
7,978,717	7,839,942	138,775	13	28,751,522	781,194	766,528	14,666	112,451	3.92	37.51	67
6,142,726	6,104,686	38,040	15	18,064,433	596,470	588,792	7,678	87,933	3.62	30.68	68
2,479,202	2,460,668	18,534	8	9,502,472	297,968	289,368	8,600	94,608	3.86	32.84	69
39,682,183	38,873,206	808,977	26	147,900,722	3,974,084	3,920,019	54,065	163,657	3.87	37.73	70
28,068,024	27,602,276	465,748	39	130,268,075	3,283,829	3,244,132	39,697	181,774	4.72	0.156	71
18,805,299	18,500,583	304,716	19	51,607,804	2,173,377	2,140,465	32,912	196,439	4.41	437.6	72

(See footnotes at end of table, pp. 140, 141.)

TABLE 148.—TRAFFIC STATISTICS—PASSENGERS, CAR MILEAGE, AND CAR HOURS, BY GEOGRAPHIC

	DIVISION AND STATE.	Census year.	Number of operating companies.	Miles of track operated.	NUMBER OF PASSENGERS.			
					Total.	Revenue.	Transfer.	Free.
	MOUNTAIN:							
1	Montana	1917	6	120.92	25,948,387	22,196,885	3,052,359	699,143
2		1912	6	99.23	17,430,364	15,351,219	1,605,849	473,296
3		1907	5	69.24	14,089,649	13,862,231	145,231	82,187
4	Colorado	1917	15	467.15	102,882,744	84,623,896	16,785,922	1,472,926
5		1912	16	467.97	107,502,972	86,597,205	18,813,014	2,092,753
6		1907	11	317.37	93,683,653	73,458,468	18,362,433	1,862,752
7	New Mexico	1917	2	10.95	1,594,543	1,486,434	102,821	5,288
8		1912	2	10.60	1,040,367	951,347	77,000	12,020
9		1907	2	10.10	1,074,598	1,029,048	27,300	18,250
10	Arizona	1917	4	52.89	7,893,924	7,482,895	300,307	110,722
11		1912	4	46.24	4,762,518	4,553,831	126,354	82,333
12		1907	4	30.75	2,058,861	1,901,861	128,000	29,000
13	Idaho	1917	4	104.65	3,560,462	3,278,906	201,412	80,144
14		1912	3	88.93	4,600,507	4,169,451	276,204	154,852
15		1907	2	44.24	1,507,335	1,326,964	157,246	23,125
16	Wyoming	1917	2	23.05	1,475,704	1,457,508	6,347	11,849
17		1912	2	22.91	1,412,927	1,399,330	2,647	10,950
18	Nevada	1917	2	11.56	890,471	804,863	58,876	26,732
19		1912	2	11.27	750,000	750,000	.....	.....
20		1907	1	7.15	661,025	620,000	31,025	10,000
21	Utah	1917	4	477.41	47,671,180	40,890,741	6,226,588	553,851
22		1912	5	260.18	47,883,465	40,451,865	6,829,417	602,183
23		1907	3	122.54	26,430,903	21,105,491	5,055,462	270,040
	PACIFIC:							
24	Washington	1917	20	1,071.33	186,361,737	145,922,160	34,151,838	6,287,739
25		1912	19	1,035.92	163,717,821	126,686,767	30,226,149	6,804,905
26		1907	14	764.73	142,496,001	110,506,620	29,951,966	2,037,415
27	Oregon	1917	8	596.23	91,926,694	67,222,935	22,229,134	2,474,625
28		1912	6	544.64	101,194,838	75,842,324	21,916,726	3,435,788
29		1907	8	253.41	63,930,947	49,459,483	12,146,734	2,324,730
30	California	1917	32	3,022.08	638,632,142	494,165,724	130,910,602	13,555,816
31		1912	35	2,605.28	683,326,934	520,741,159	150,298,412	12,287,363
32		1907	41	2,013.49	441,895,206	327,977,151	109,230,255	4,687,799
33	Hawaii	1917	1	31.55	17,987,411	14,378,092	3,418,017	191,302
34		1907	1	26.11	9,967,087	7,358,278	2,466,537	142,272
35	Porto Rico	1917	3	22.07	6,993,201	6,724,051	147,995	121,155
36		1907	3	17.72	5,291,306	5,255,798	.....	35,508

[1] Exclusive of idle track and freight and switching roads: 1917 based upon running track; 1912 and 1907 upon all track.
[2] Includes 2 companies representing 33.04 miles of track operated, freight and switching—no passenger.

DIVISIONS AND STATES: 1917, 1912, AND 1907; HAWAII AND PORTO RICO: 1917 AND 1907—Continued.

Revenue car miles.			Companies reporting revenue car hours.					Average number of revenue passengers—			
Total.	Passenger cars.	Express, freight, and mail cars.	Number of companies.	Revenue passengers.	Revenue car hours. Total number.	Revenue car hours. Passenger cars.	Revenue car hours. Express, freight, and mail cars.	Per mile of track.[1]	Per revenue passenger car mile.	Per revenue passenger car hour.	
3,591,815	3,591,815	.....	6	22,196,885	419,952	419,952	.....	187,189	6.18	52.86	1
2,901,249	2,901,249	.....	5	6,685,653	170,387	170,387	.....	154,719	5.29	39.24	2
2,432,477	2,432,477	.....	3	2,995,763	84,337	83,487	850	200,206	5.70	35.88	3
17,030,884	16,753,535	277,349	13	84,509,369	1,761,012	1,730,830	30,182	186,635	5.05	48.83	4
17,202,137	17,162,190	39,947	16	86,597,205	1,770,191	1,766,461	3,730	185,049	5.05	49.02	5
14,596,838	14,297,798	299,040	5	62,793,479	1,294,187	1,262,884	31,303	231,460	5.14	49.72	6
453,349	453,349	.....	2	1,486,434	64,134	64,134	.....	139,310	3.28	23.18	7
308,665	308,665	.....	2	951,347	34,439	34,439	.....	89,750	3.08	27.62	8
249,050	248,450	600	1	760,000	24,090	24,090	.....	101,886	4.14	31.55	9
1,276,577	1,276,577	.....	4	7,482,895	151,959	151,959	.....	143,543	5.86	49.24	10
1,019,012	1,019,012	.....	4	4,553,831	114,784	114,784	.....	98,483	4.47	39.67	11
918,054	918,054	.....	3	1,793,808	90,155	90,155	.....	61,849	2.07	19.90	12
1,488,475	1,390,716	97,759	3	3,268,730	132,103	124,759	7,344	31,601	2.36	26.20	13
1,419,984	1,355,667	64,317	3	4,169,451	129,691	125,379	4,312	46,885	3.08	33.25	14
385,965	378,585	7,380	1	154,185	9,889	8,659	1,230	29,995	3.51	17.81	15
308,358	308,358	.....	2	1,457,508	38,312	38,312	.....	64,066	4.73	38.04	16
380,885	380,885	.....	2	1,399,330	38,221	38,221	.....	61,079	3.67	36.61	17
235,644	235,644	.....	2	804,863	35,130	35,130	.....	71,735	3.42	22.92	18
270,000	270,000	.....	.....	.....	.....	.....	.....	66,548	2.78	.....	19
250,000	250,000	.....	1	620,000	28,400	27,400	1,000	86,713	2.48	22.63	20
9,734,950	8,643,750	1,091,200	3	39,862,763	934,622	728,725	205,897	88,117	4.74	54.70	21
6,647,908	6,499,817	148,086	3	3,963,415	104,249	102,907	1,342	155,476	6.22	38.71	22
4,540,085	4,453,398	86,687	1	51,279	6,570	6,570	.....	172,233	4.74	7.81	23
36,128,262	33,758,746	2,369,516	18	134,650,835	3,043,313	2,927,383	115,930	139,130	4.32	46.00	24
29,516,695	27,096,799	2,419,896	18	114,176,627	2,661,946	2,499,897	162,049	122,294	4.68	45.67	25
24,364,214	22,943,472	1,420,742	14	110,506,620	3,008,217	2,820,150	188,067	144,504	4.82	39.18	26
22,528,731	20,411,680	2,117,051	6	65,723,867	1,853,127	1,834,683	18,444	116,369	3.29	35.82	27
19,509,670	17,792,258	1,717,412	4	73,637,168	1,835,077	1,835,077	.....	139,252	4.26	40.13	28
15,025,037	10,470,327	4,554,710	7	49,404,733	1,229,794	1,225,414	4,380	195,176	4.72	40.32	29
130,402,420	121,833,615	8,568,805	24	413,499,783	9,194,404	9,128,886	65,518	168,406	4.06	45.30	30
116,553,876	110,418,499	6,135,377	31	518,013,837	11,085,679	11,032,773	52,906	199,879	4.72	46.95	31
74,785,472	71,219,670	3,365,802	31	311,250,076	7,764,511	7,642,355	122,156	162,890	4.61	40.73	32
2,089,285	2,018,815	20,420	1	14,378,092	220,145	216,775	3,370	473,119	7.12	66.33	33
1,575,918	1,548,969	26,949	1	7,356,278	162,250	158,195	4,055	281,818	4.75	46.51	34
1,378,322	1,375,276	3,046	2	6,403,093	183,772	183,334	438	323,895	4.89	34.93	35
823,598	817,951	5,647	3	5,255,798	113,966	111,310	2,656	296,608	6.43	47.22	36

[3] Includes 2 companies representing 18.51 miles of track operated, freight only.
[4] Includes 1 company representing 15 miles of track operated, freight only.

TABLE 149.—CASUALTIES AND RATIOS TO CAR MILEAGE, BY GEOGRAPHIC DIVISIONS AND STATES, AND HAWAII: 1917.

DIVISION AND STATE.	KILLED OR FATALLY INJURED.			INJURED (NOT FATALLY).			Revenue car mileage.	NUMBER KILLED OR FATALLY INJURED PER 1,000,000 CAR MILES.		
	Total number.	Employees.	Persons other than employees.	Total number.	Employees.	Persons other than employees.		Total.	Employees.	Persons other than employees.
UNITED STATES	2,573	311	2,262	141,854	20,561	121,293	2,139,801,530	1.2	0.1	1.1
Companies:										
Class A	1,948	212	1,736	121,319	17,607	103,712	1,664,219,315	1.2	0.1	1.1
Class B	411	66	345	16,976	2,313	14,663	293,585,741	1.4	0.2	1.2
Class C	214	33	181	3,559	641	2,918	181,996,474	1.2	0.2	1.0
Elevated and subway group	82	31	51	3,241	817	2,424	247,199,281	0.3	0.1	0.2
GEOGRAPHIC DIVISIONS:										
New England	228	25	203	14,602	2,670	11,932	209,504,233	1.1	0.1	1.0
Middle Atlantic	739	87	652	51,280	7,570	43,710	705,861,026	1.0	0.1	0.9
East North Central	929	115	814	29,876	3,775	26,101	543,028,741	1.7	0.2	1.5
West North Central	141	19	122	12,973	1,417	11,556	173,865,881	0.8	0.1	0.7
South Atlantic	176	30	146	12,526	2,378	10,148	142,657,669	1.2	0.2	1.0
East South Central	52	8	44	5,940	338	5,602	64,293,663	0.8	0.1	0.7
West South Central	98	6	92	8,793	1,473	7,320	77,410,852	1.3	0.1	1.2
Mountain	21	8	13	676	185	491	34,120,052	0.6	0.2	0.4
Pacific	189	13	176	5,188	755	4,433	189,059,413	1.0	0.1	0.9
NEW ENGLAND:										
Connecticut	78	3	75	3,550	836	2,714	36,730,396	2.1	0.1	2.0
Maine	17	5	12	609	147	462	12,255,066	1.4	0.4	1.0
Massachusetts	124	17	107	9,513	1,564	7,949	137,559,415	0.9	0.1	0.8
New Hampshire	2	.....	2	19	3	16	3,890,158	0.5	.....	0.5
Rhode Island	6	.....	6	887	107	780	17,204,159	0.3	.....	0.3
Vermont	1	.....	1	24	13	11	1,865,039	0.5	.....	0.5
MIDDLE ATLANTIC:										
New Jersey	72	4	68	11,108	584	10,524	68,966,244	1.0	(1)	1.0
New York	369	60	[2] 309	23,918	5,289	[3] 18,629	432,266,955	0.8	0.1	0.7
Pennsylvania	298	23	275	16,254	1,697	14,557	204,627,827	1.4	0.1	1.3
EAST NORTH CENTRAL:										
Illinois	331	36	295	[4] 5,265	1,115	4,150	225,444,667	1.5	0.2	1.3
Indiana	104	9	95	639	105	534	52,213,871	2.0	0.2	1.8
Michigan	138	10	128	3,004	326	2,678	82,294,051	1.7	0.1	1.6
Ohio	301	53	248	17,130	1,839	15,291	153,468,636	1.9	0.3	1.6
Wisconsin	55	7	48	3,838	390	3,448	29,607,516	1.8	0.2	1.6
WEST NORTH CENTRAL:										
Iowa	29	6	23	899	394	505	25,293,113	1.1	0.2	0.9
Kansas	9	2	7	271	57	214	13,819,088	0.6	0.1	0.5
Minnesota	24	1	23	442	78	364	38,793,434	0.6	(1)	0.6
Missouri	71	9	62	9,897	767	9,130	80,670,043	0.9	0.1	0.8
Nebraska	8	1	7	1,461	120	1,341	14,018,246	0.6	0.1	0.5
North Dakota	.....	.....	.....	2	.....	2	709,310	.....	.....	.....
South Dakota	.....	.....	.....	1	1	.....	562,647	.....	.....	.....
SOUTH ATLANTIC:										
Delaware	10	6	4	208	45	163	4,123,064	2.4	1.4	1.0
District of Columbia	22	1	21	1,340	210	1,130	18,538,345	1.2	0.1	1.1
Florida	2	.....	2	345	55	290	7,208,883	0.3	.....	0.3
Georgia	19	2	17	1,090	98	992	20,907,644	0.9	0.1	0.8
Maryland	67	7	60	7,506	1,578	5,928	40,328,214	1.7	0.2	1.5
North Carolina	4	.....	4	31	1	30	6,724,772	0.6	.....	0.6
South Carolina	8	1	7	1,436	171	1,265	8,235,764	1.0	0.1	0.9
Virginia	22	4	18	243	125	118	21,968,083	1.0	0.2	0.8
West Virginia	22	9	13	327	95	232	14,622,900	1.5	0.6	0.9
EAST SOUTH CENTRAL:										
Alabama	6	2	4	344	14	330	16,037,615	0.4	0.1	0.3
Kentucky	23	1	22	2,027	52	[5] 1,975	22,865,008	1.0	(1)	1.0
Mississippi	1	.....	1	50	5	45	3,990,356	0.3	.....	0.3
Tennessee	22	5	17	3,519	267	3,252	21,400,684	1.0	0.2	0.8
WEST SOUTH CENTRAL:										
Arkansas	7	2	5	219	30	189	5,917,302	1.2	0.3	0.9
Louisiana	28	1	27	5,976	344	5,632	23,832,650	1.2	0.1	1.1
Oklahoma	8	.....	8	263	44	219	7,978,717	1.0	.....	1.0
Texas	55	3	52	2,335	1,055	1,280	39,682,183	1.4	0.1	1.3
MOUNTAIN:										
Arizona	1	.....	1	11	1	10	1,276,577	0.8	.....	0.8
Colorado	4	1	3	221	85	136	17,030,884	0.2	(1)	0.2
Idaho	.....	.....	.....	30	5	25	1,488,475	.....	.....	.....
Montana	3	.....	3	77	3	74	3,591,815	0.8	.....	0.8
Nevada	.....	.....	.....	1	.....	1	235,644	.....	.....	.....
Utah	12	6	6	335	91	244	9,734,950	1.2	0.6	0.6
Wyoming	1	1	.....	1	.....	1	308,358	3.3	3.3	.....
PACIFIC:										
California	150	8	142	2,715	418	2,297	130,402,420	1.2	0.1	1.1
Oregon	12	1	11	75	43	32	22,528,731	0.5	(1)	0.5
Washington	27	4	23	2,398	294	2,104	36,128,262	0.7	0.1	0.6
Hawaii	2	.....	2	101	16	85	2,039,235	1.0	.....	1.0

[1] Less than one-tenth.
[2] Includes 4 not segregated as "Employees" and "Persons other than employees."
[3] Includes 8 not segregated as "Employees" and "Persons other than employees."
[4] Does not include minor casualties of the Chicago surface lines (not reported).
[5] Includes 1,641 not segregated as "Employees" and "Persons other than employees."

TABLE 150.—TRACK AND CAPITALIZATION, BY GEOGRAPHIC DIVISIONS AND STATES: 1917, 1912, AND 1907; HAWAII AND PORTO RICO: 1917 AND 1907.

DIVISION AND STATE.	Census year.	Number of companies (operating and lessor).	MILES OF TRACK. Owned.	MILES OF TRACK. Operated in division or state.	CAPITAL STOCK. Common.	CAPITAL STOCK. Preferred.	DIVIDENDS. Common.	DIVIDENDS. Preferred.	Funded debt.[1]	Total capitalization.	Investments in securities and non-operating property.	Net capitalization.	Net capitalization per mile of track.
UNITED STATES...	1917	1,307	[2]43,904.41	44,808.31	$2,012,189,294	$461,687,357	$60,772,290	$12,490,851	$3,058,377,167	$5,532,223,818	$642,261,722	$4,889,962,096	$111,391
	1912	1,260	[2]40,470.13	41,082.91	1,970,385,008	408,981,310	58,759,715	12,232,508	2,329,231,828	4,708,568,141	465,250,414	4,243,317,727	104,930
	1907	[4]1,236	34,121.17	34,353.99	1,776,920,076	320,788,780	44,960,796	9,524,478	1,677,063,240	3,774,772,096	374,664,197	3,400,107,899	100,495
GEOGRAPHIC DIVISIONS: New England.....	1917	114	5,468.16	5,555.62	135,863,037	28,760,868	4,235,170	1,463,366	157,442,651	372,066,556	19,358,782	352,707,774	64,502
	1912	119	5,204.74	5,299.02	130,683,350	23,760,250	6,781,098	827,231	129,639,840	334,063,440	13,591,713	320,491,727	61,577
	1907	148	4,882.15	4,862.93	121,650,188	16,570,700	4,526,060	805,719	130,606,958	268,827,846	4,985,719	263,842,127	54,724
Middle Atlantic.....	1917	516	10,101.51	10,608.53	707,608,604	84,780,478	32,576,738	2,359,521	1,242,253,375	2,084,612,457	333,654,512	1,700,957,945	168,387
	1912	436	9,766.21	10,064.31	636,148,840	75,849,537	24,881,763	2,826,011	801,582,533	1,513,580,910	201,251,361	1,312,329,549	134,702
	1907	453	8,689.12	8,891.06	687,812,324	62,748,400	26,827,066	2,273,713	557,410,106	1,307,970,830	113,030,336	1,194,940,494	140,724
East North Central.	1917	264	12,583.29	12,702.77	431,008,318	125,541,198	12,263,500	3,109,028	645,533,893	1,202,078,409	91,667,235	1,110,411,174	88,345
	1912	253	11,768.39	11,883.69	424,192,308	110,111,403	10,930,374	3,644,042	589,361,398	1,123,955,109	98,896,346	1,024,768,763	87,102
	1907	263	10,312.88	10,353.18	495,874,660	97,821,385	7,451,231	2,086,340	436,555,900	1,030,261,945	129,874,562	900,387,383	87,292
West North Central.	1917	88	3,609.86	3,606.54	119,924,763	46,719,366	3,246,034	1,516,478	198,218,381	359,862,510	17,284,502	342,628,008	95,054
	1912	90	3,075.67	3,080.50	120,920,545	38,326,975	2,602,728	734,037	155,092,155	314,339,675	13,518,452	300,821,223	97,807
	1907	77	2,444.67	2,454.61	95,676,045	31,217,300	1,776,837	1,275,155	130,583,800	257,477,145	5,804,107	251,673,038	102,948
South Atlantic.....	1917	109	3,189.93	3,221.18	165,833,017	52,739,541	5,502,567	2,113,608	263,498,754	471,071,812	55,895,721	415,285,591	130,171
	1912	123	2,883.36	2,899.75	151,100,605	45,466,900	3,855,777	1,619,593	205,449,168	402,016,673	40,417,302	361,599,371	125,409
	1907	111	2,293.88	2,244.46	106,519,554	20,786,695	1,555,021	660,016	155,785,359	283,091,608	32,955,988	250,135,620	112,013
East South Central..	1917	50	1,450.09	1,456.58	50,001,499	14,558,900	770,590	612,500	85,919,236	150,479,635	9,069,069	141,410,566	97,518
	1912	46	1,283.71	1,290.68	43,966,704	13,202,860	1,783,573	676,665	71,296,580	128,466,144	10,299,276	118,166,868	92,051
	1907	40	1,060.42	1,074.75	36,688,080	13,782,200	630,282	541,200	53,758,167	104,223,447	4,628,624	99,599,823	93,926
West South Central.	1917	70	1,681.77	1,708.87	67,498,057	17,992,817	1,041,834	733,444	91,498,861	176,989,735	15,984,735	161,004,980	95,735
	1912	83	1,376.56	1,371.80	61,655,778	24,885,427	1,783,975	845,445	65,691,669	152,233,874	24,184,728	128,049,146	93,372
	1907	51	841.22	839.98	48,712,250	20,490,000	859,302	670,335	45,827,950	115,030,200	30,838,166	84,192,034	100,063
Mountain.....	1917	40	1,226.77	1,311.32	38,174,880	5,664,800	394,995	139,096	65,248,851	109,068,531	20,924,427	88,154,104	71,859
	1912	42	975.71	1,047.52	40,134,552	8,070,175	1,331,000	69,235	46,014,459	94,219,186	18,588,315	75,630,871	77,514
	1907	29	601.39	630.24	25,335,475	5,410,200	316,830	25,824	29,699,600	60,445,275	14,534,397	45,920,878	76,358
Pacific.....	1917	66	4,593.03	4,646.90	246,282,119	84,929,389	720,922	443,810	324,763,165	655,974,673	78,522,719	577,451,954	125,724
	1912	68	4,135.78	4,145.64	311,582,321	69,236,783	4,799,437	990,193	265,094,026	645,963,130	44,502,921	601,460,209	145,428
	1907	65	3,025.44	3,002.78	158,656,500	51,961,900	1,028,167	1,236,176	136,825,400	347,443,800	38,027,298	309,416,502	102,272
NEW ENGLAND: Maine.....	1917	17	577.00	571.52	12,032,768	4,604,968	269,699	289,548	22,417,382	39,055,118	7,736,513	31,318,605	54,278
	1912	17	536.38	530.49	11,801,825	4,450,000	171,359	208,498	19,102,382	35,144,207	7,240,814	27,903,393	52,022
	1907	17	424.06	418.12	9,909,713	1,085,000	184,944	1,750	11,089,000	21,983,713	1,000,662	20,983,051	49,481
New Hampshire....	1917	13	172.86	269.34	3,236,900	70,000	78,170	19,800	1,887,520	5,194,420	13,600	5,180,820	29,971
	1912	13	215.54	268.15	4,093,400	70,000	91,755	.....	2,222,000	6,485,400	5,241	6,480,159	30,065
	1907	18	247.10	268.38	4,448,700	70,000	74,170	.....	2,589,000	7,107,700	.....	7,107,700	28,764
Vermont.....	1917	9	107.95	125.55	2,661,750	174,500	42,608	4,028	2,699,790	5,536,040	680,901	4,855,139	45,254
	1912	9	102.85	120.83	2,824,350	28,750	82,286	861	2,813,558	5,661,658	384,399	5,277,259	51,310
	1907	10	124.31	113.38	3,370,000	.....	18,000	.....	2,548,667	5,918,667	700,000	5,218,667	41,961
Massachusetts.....	1917	58	3,173.18	3,055.88	90,834,399	15,008,500	2,555,869	789,636	97,471,716	203,314,615	7,418,777	195,895,838	61,735
	1912	60	3,016.81	2,950.96	83,732,975	10,058,600	3,501,260	168,756	80,728,700	174,520,275	190,501	174,329,774	57,786
	1907	82	2,885.61	2,851.11	68,060,175	6,400,000	3,277,689	512,000	60,279,000	134,739,175	1,116,829	133,622,346	46,583
Rhode Island.....	[3]1917	7	406.09	453.61	26,185,500	150,000	881,012	7,500	8,185,200	34,520,700	2,951,057	31,569,643	77,741
	1912	8	385.47	435.37	26,485,500	150,000	1,057,555	100,000	6,522,200	33,158,700	2,692,353	30,466,347	79,037
	1907	9	419.92	430.76	24,355,400	200,000	850,000	.....	7,070,200	31,625,600	244,642	31,380,958	81,494
Connecticut.....	1917	10	1,081.08	1,079.72	50,911,720	8,752,900	412,812	352,859	24,761,043	84,445,663	587,924	83,857,729	81,330
	1912	12	947.69	993.22	51,955,300	9,007,900	1,876,874	349,116	18,150,000	79,113,200	3,078,405	76,034,795	80,232
	1907	12	781.15	781.18	11,606,200	8,865,700	121,257	291,969	47,081,091	67,452,991	1,923,586	65,529,405	84,852
MIDDLE ATLANTIC: New York.....	1917	142	4,492.58	4,772.36	347,044,393	36,306,905	17,542,705	1,086,014	791,135,504	1,174,576,802	101,281,388	1,073,345,414	238,915
	1912	134	4,394.46	4,485.81	354,075,680	34,943,500	17,445,609	1,379,381	481,571,770	870,590,850	59,320,861	811,269,989	185,616
	1907	147	3,719.56	3,809.19	350,482,049	27,565,500	16,317,307	938,126	336,447,138	714,494,687	70,032,687	644,462,000	173,096
New Jersey.....	1917	40	1,304.67	1,368.06	83,791,655	2,096,800	2,309,309	94,340	99,946,932	185,835,387	3,608,027	182,227,360	139,673
	1912	43	1,276.34	1,308.97	75,157,176	1,600,000	1,818,375	95,487	94,932,000	171,689,176	3,425,461	168,263,715	131,833
	1907	43	1,324.12	1,319.80	73,176,280	1,035,100	910,398	43,500	86,260,500	160,471,880	4,336,865	156,135,015	135,439
Pennsylvania.....	1917	334	4,304.26	4,462.11	276,772,556	46,256,773	12,724,724	1,179,167	351,170,939	674,200,268	228,815,097	445,385,171	103,475
	1912	259	4,095.41	4,269.53	206,916,084	39,306,037	5,617,779	1,451,143	225,078,763	471,300,884	138,505,039	332,795,845	81,261
	1907	262	3,615.44	3,762.07	264,153,995	34,147,800	9,599,361	1,292,067	134,702,468	433,004,263	38,660,784	394,343,479	109,072
EAST NORTH CENTRAL: Ohio.....	1917	83	4,267.90	4,236.11	176,197,380	51,099,480	4,667,922	1,326,702	157,986,843	385,283,703	40,140,607	345,143,096	80,870
	1912	88	4,053.53	3,999.22	162,629,150	49,138,300	3,720,039	1,292,557	138,806,040	350,573,490	58,157,628	292,415,862	72,196
	1907	90	3,760.46	3,671.45	190,033,050	40,812,825	3,114,766	1,099,401	116,389,000	347,134,875	46,671,014	300,463,861	79,901
Indiana.....	1917	47	2,340.76	2,355.58	72,472,975	31,642,805	654,754	435,316	95,017,912	199,133,692	24,221,635	174,912,057	74,724
	1912	45	2,296.28	2,323.38	71,742,225	30,208,910	667,937	761,415	89,385,787	191,331,922	11,347,204	179,984,718	78,381
	1907	43	1,927.43	1,928.78	75,830,260	18,303,710	457,160	249,898	72,083,350	166,287,320	7,646,408	158,640,917	82,307
Illinois.....	1917	78	3,439.63	3,441.43	128,801,808	32,836,963	4,380,419	987,628	279,675,808	441,314,579	13,543,183	427,771,396	124,365
	1912	72	3,110.00	3,185.73	129,583,927	21,150,193	4,516,418	1,080,490	256,630,427	407,354,547	9,886,219	397,468,328	127,803
	1907	86	2,759.31	2,753.71	170,358,550	29,795,880	2,516,701	353,928	167,379,400	367,533,800	49,073,436	318,460,364	115,341
Michigan.....	1917	25	1,744.87	1,768.37	42,877,295	4,643,250	1,972,520	200,212	77,449,434	124,909,979	8,313,693	116,656,286	66,357
	1912	23	1,502.45	1,526.25	37,726,305	4,209,000	862,500	223,080	60,111,724	102,107,230	5,826,260	96,280,970	64,083
	1907	24	1,275.03	1,323.71	34,388,400	4,219,000	566,750	120,780	48,625,900	87,283,800	6,589,663	80,693,637	63,288
Wisconsin.....	1917	21	790.13	901.28	10,653,860	5,318,700	607,885	209,170	35,408,896	51,376,456	5,448,117	45,928,339	58,128
	1912	25	806.13	849.11	22,510,300	5,360,000	1,163,480	286,500	44,437,420	72,397,920	13,679,085	58,618,885	72,716
	1907	20	590.65	675.53	25,264,400	4,600,000	795,854	272,333	32,308,250	62,072,650	19,944,046	42,128,604	71,326

(See footnotes at end of table, p. 145.)

TABLE 150.—TRACK AND CAPITALIZATION, BY GEOGRAPHIC DIVISIONS AND STATES: 1917, 1912, AND 1907; HAWAII AND PORTO RICO: 1917 AND 1907—Continued.

DIVISION AND STATE.	Census year.	Number of companies (operating and lessor).	MILES OF TRACK. Owned.	MILES OF TRACK. Operated in division or state.	CAPITAL STOCK. Common.	CAPITAL STOCK. Preferred.	DIVIDENDS. Common.	DIVIDENDS. Preferred.	Funded debt.[1]	Total capitalization.	Investments in securities and non-operating property.	Net capitalization.	Net capitalization per mile of track.
WEST NORTH CENTRAL:													
Minnesota	1917	10	636.82	655.90	26,205,628	4,253,121	1,455,000	259,962	26,033,226	56,491,975	1,721,724	54,770,251	86,006
	1912	9	544.35	538.48	26,674,700	5,644,500	1,458,500	210,000	23,580,000	55,899,200	718,354	55,180,846	101,370
	1907	5	457.15	437.82	20,905,000	3,000,000	1,005,000	210,000	20,912,500	44,817,500	1,119,824	43,697,676	95,587
Iowa	1917	25	971.44	1,015.45	21,434,300	7,710,420	1,169,448	453,466	37,641,631	66,786,351	3,838,002	62,948,349	64,799
	1912	26	791.41	783.87	23,851,244	4,975,975	565,552	138,806	24,708,900	53,536,119	1,396,387	52,139,732	65,882
	1907	26	581.75	641.39	18,061,846	2,631,200	204,500	15,000	12,804,500	33,497,546	1,460,557	32,036,989	55,070
Missouri	1917	20	1,140.09	1,093.65	41,913,110	25,998,200	259,600	432,638	100,304,374	168,215,684	3,831,157	164,384,527	144,186
	1912	19	997.51	959.01	40,992,150	18,306,700	227,000	54,600	79,947,200	139,246,050	2,041,345	137,204,705	137,547
	1907	14	917.07	866.68	40,448,749	18,986,200	291,840	727,160	80,836,000	140,270,949	2,511,524	137,759,425	150,217
North Dakota	1917	4	31.18	24.42	510,550	.....	10,000	.....	350,000	860,550	.....	860,550	33,252
	1912	3	26.02	19.18	470,000	.....	28,170	.....	314,555	784,555	.....	784,555	30,152
	1907	4	16.09	13.66	384,980	.....	.....	.....	300,000	684,980	.....	684,980	42,572
South Dakota	1917	2	24.44	24.44	119,324	.....	.....	.....	456,000	575,324	74,000	501,324	20,512
	1912	2	21.59	21.59	490,350	100,000	.....	.....	200,000	790,350	.....	790,350	36,607
	1907	1	5.00	5.00	85,000	.....	.....	.....	.....	85,000	.....	85,000	17,000
Nebraska	1917	8	244.89	210.99	13,789,476	7,744,200	205,849	333,892	13,652,300	35,185,976	7,087,850	28,098,126	114,738
	1912	10	243.80	214.46	13,871,376	7,712,900	286,756	327,062	13,639,000	35,223,276	7,851,866	27,371,410	112,270
	1907	10	218.73	184.34	7,664,685	6,199,900	223,037	294,995	9,540,000	23,404,585	161,079	23,243,506	106,266
Kansas	1917	19	561.00	581.69	15,952,375	1,013,425	146,137	36,520	14,780,850	31,746,650	681,769	31,064,881	55,374
	1912	21	450.99	493.91	14,570,725	1,586,900	36,750	3,549	12,702,500	28,860,125	1,510,500	27,349,625	60,644
	1907	17	248.88	305.72	8,125,785	400,000	52,460	28,000	6,190,800	14,716,585	551,123	14,165,462	56,917
SOUTH ATLANTIC:													
Delaware	1917	7	91.55	101.95	8,172,000	500,000	442,760	30,000	4,865,035	13,537,035	3,571,158	9,965,877	108,857
	1912	8	90.37	99.37	8,071,000	600,000	144,600	30,000	1,882,200	10,553,200	1,771,521	8,781,679	97,175
	1907	7	95.93	104.93	2,732,000	169,995	72,200	.....	3,070,000	5,971,995	.....	5,971,995	62,254
Maryland	1917	16	720.34	774.62	27,833,600	2,321,250	916,223	88,280	79,375,369	109,530,219	4,663,089	104,867,130	145,580
	1912	17	686.63	719.74	23,662,000	1,654,000	502,475	88,275	71,026,800	96,342,800	3,252,709	93,090,091	135,575
	1907	15	536.18	551.51	17,355,550	55,000	5,000	.....	59,009,000	76,419,550	[5] 14,680,971	[5] 61,738,579	136,923
District of Columbia.	1917	4	240.65	194.87	21,052,700	8,500,000	1,172,500	425,000	24,572,250	54,124,950	6,558,378	47,566,572	197,659
	1912	7	214.23	188.46	21,064,800	8,500,000	980,000	425,000	24,247,468	53,812,268	9,544,200	44,268,068	206,638
	1907	6	176.03	160.02	22,558,500	8,500,000	720,000	425,000	20,310,709	51,369,209	(6)	(6)	[7] 291,821
Virginia	1917	17	513.30	580.68	20,366,450	10,443,000	579,030	621,004	39,780,706	70,590,156	6,123,211	64,466,945	125,593
	1912	20	498.65	561.49	25,530,600	8,675,000	522,228	898,960	38,125,100	72,330,700	7,916,085	64,414,615	129,178
	1907	24	512.10	512.99	27,746.869	5,925,000	101,750	.....	34,770,800	68,442,669	9,216,670	59,225,999	131,231
West Virginia	1917	23	463.46	395.15	20,845,157	6,139,391	874,399	330,483	26,543,234	53,527,782	13,880,789	39,646,993	85,546
	1912	24	402.52	330.18	16,140,300	3,480,800	373,425	120,748	18,304,900	37,926,000	4,567,151	33,358,849	82,875
	1907	18	266.41	207.72	10,924,075	.....	26,400	.....	10,406,500	21,330,575	2,486,732	18,843,843	70,732
North Carolina	1917	12	173.66	237.63	11,795,790	3,308,900	195,494	198,057	11,230,200	26,334,890	7,075,013	19,259,877	110,906
	1912	15	190.26	190.26	13,482,200	2,267,100	92,217	115,784	8,174,000	23,923,300	6,948,164	16,975,136	89,221
	1907	12	104.53	106.44	3,353,100	1,056,700	17,500	5,000	3,887,750	8,297,550	1,585,259	6,712,291	64,214
South Carolina	1917	8	326.23	313.56	17,956,100	2,324,000	174,276	123,768	16,255,900	36,536,000	8,164,353	28,371,647	86,968
	1912	7	202.60	228.08	7,332,905	1,640,000	113,725	30,000	4,076,400	13,049,305	1,079,101	11,970,204	59,083
	1907	7	131.26	131.18	3,384,200	600,000	.....	.....	4,766,000	8,750,200	1,296,500	7,453,700	56,786
Georgia	1917	14	478.31	449.69	31,515,420	18,053,000	886,085	279,016	44,146,560	93,714,980	5,147,189	88,567,791	185,168
	1912	15	445.63	417.33	31,181,200	17,500,000	888,357	354,807	34,248,800	82,930,000	4,594,871	78,335,129	175,785
	1907	12	354.18	351.41	14,360,400	3,750,000	443,771	200,016	16,789,600	34,900,000	3,577,856	31,322,144	88,436
Florida	1917	8	182.43	183.08	6,295.800	1,150,000	261,800	18,000	5,729,500	13,175,300	652,541	12,522,759	68,644
	1912	10	152.47	164.84	4,635,600	1,150,000	238,750	56,019	5,363,500	11,149,100	743,500	10,405,600	68,247
	1907	10	117.26	118.26	4,104,860	730,000	168,400	30,000	2,775,000	7,609,860	112,000	7,497,860	63,942
EAST SOUTH CENTRAL:													
Kentucky	1917	11	495.04	515.70	18,794,775	3,517,900	574,091	137,500	23,293,471	45,606,146	5,607,777	39,998,369	80,798
	1912	10	490.02	502.38	16,341,220	2,523,810	1,112,935	125,000	20,397,120	39,262,150	5,280,966	33,981,184	69,347
	1907	13	385.36	402.34	12,757,400	3,290,000	499,738	126,200	15,726,000	31,773,400	384,262	31,389,138	81,454
Tennessee	1917	14	462.00	447.36	14,376,421	7,250,000	102,500	265,000	33,206,662	54,833,083	2,107,606	52,725,477	114,124
	1912	12	369.34	360.93	13,701,000	7,000,000	328,888	341,666	28,878,000	49,579,000	1,212,638	48,366,362	130,953
	1907	9	297.50	292.15	10,970,200	6,528,900	79,676	205,000	19,348,000	36,847,100	270,000	36,577,100	122,948
Alabama	1917	14	366.26	369.35	11,397,068	3,500,000	87,939	210,000	22,898,453	37,795,521	912,422	36,883,099	100,702
	1912	12	307.21	308.80	9,482,000	3,515,000	341,750	210,000	17,002,500	29,999,500	3,236,923	26,762,577	87,115
	1907	10	291.16	293.86	9,480,900	3,500,000	40,868	210,000	15,181,667	28,162,567	2,698,455	25,464,112	87,457
Mississippi	1917	11	126.79	124.17	5,433,235	291,000	6,000	.....	6,520,650	12,244,885	441,264	11,803,621	93,096
	1912	12	117.14	118.57	4,442,484	164,050	.....	.....	5,018,960	9,625,494	568,749	9,056,745	77,316
	1907	8	86.40	86.40	3,474,580	463,300	.....	.....	3,502,500	7,440,380	1,270,907	6,169,473	71,406
WEST SOUTH CENTRAL:													
Arkansas	1917	10	130.69	121.83	4,115,117	2,476,917	64,401	78,092	9,129,368	15,721,402	1,306,829	14,414,573	110,296
	1912	10	122.25	113.72	3,642,893	2,470,227	150,000	139,195	6,552,736	12,665,856	57,545	12,608,311	103,135
	1907	8	87.39	82.22	3,345,600	1,500,000	60,228	45,000	4,453,000	9,298,600	1,352,780	7,945,820	90,924
Louisiana	1917	11	331.84	330.59	20,445,000	7,695,000	32,307	383,430	37,862,348	66,002,348	8,188,845	57,813,503	174,221
	1912	15	285.10	285.10	30,016,514	15,436,800	1,024,495	540,250	31,922,750	77,376,064	21,537,612	55,838,452	195,856
	1907	12	238.52	238.52	29,709,700	17,130,000	454,904	544,335	29,145,000	75,984,700	28,607,234	47,377,466	198,631
Oklahoma	1917	15	279.89	301.51	7,922,040	2,320,900	52,426	6,300	8,824,000	19,066,940	2,075,981	16,990,959	60,706
	1912	18	251.88	251.56	8,299,650	2,544,400	25,215	.....	7,151,000	17,995,050	714,162	17,280,888	68,608
	1907	8	100.44	100.44	3,995,800	150,000	150,000	.....	2,029,000	6,174,800	222,918	5,951,882	59,258
Texas	1917	34	939.35	949.94	35,015,900	5,500,000	892,700	265,622	35,683,145	76,199,045	4,413,100	71,785,945	76,421
	1912	40	717.33	721.42	19,696,721	4,435,000	594,265	166,000	20,065,183	44,196,904	1,875,409	42,321,495	59,305
	1907	23	414.87	418.80	11,661,150	1,710,000	194,170	81,000	10,200,950	23,572,100	655,234	22,916,866	55,239

(See footnotes at end of table, p. 145.)

TABLE 150.—TRACK AND CAPITALIZATION, BY GEOGRAPHIC DIVISIONS AND STATES: 1917, 1912, AND 1907; HAWAII AND PORTO RICO: 1917 AND 1907—Continued.

DIVISION AND STATE.	Census year.	Number of companies (operating and lessor).	MILES OF TRACK.		CAPITAL STOCK.		DIVIDENDS.		Funded debt.[1]	Total capitalization.	Investments in securities and non-operating property.	Net capitalization.	Net capitalization per mile of track.
			Owned.	Operated in division or state.	Common.	Preferred.	Common.	Preferred.					
MOUNTAIN:													
Montana	1917	6	115.27	120.92	3,280,528	716,400	19,995	26,848	2,650,388	6,647,316	1,043,184	5,604,132	48,617
	1912	6	99.22	99.22	2,942,532	690,000	.....	30,000	2,514,220	6,146,752	1,014,356	5,132,396	51,727
	1907	5	69.24	69.24	2,407,275	374,000	16,830	18,700	1,550,000	4,331,275	1,582,097	2,749,178	39,705
Colorado	1917	15	433.81	467.15	18,300,827	2,194,000	135,000	68,528	31,790,913	52,285,740	3,387,202	48,898,538	112,719
	1912	17	436.36	467.97	23,679,550	1,224,000	1,300,000	39,285	31,280,130	56,183,680	15,610,613	40,573,067	92,981
	1907	11	317.37	317.37	17,112,300	886,200	300,000	7,124	19,450,000	37,448,500	11,841,272	25,607,228	80,686
New Mexico	1917	2	10.95	10.95	175,000	.....	5,000	.....	267,000	442,000	7,841	434,159	39,649
	1912	2	10.60	10.60	325,000	.....	.....	.....	191,000	516,000	.....	516,000	48,679
	1907	2	10.10	10.10	450,000	.....	.....	.....	407,000	857,000	(5)	(5)	84,851
Arizona	1917	4	52.89	52.89	3,341,800	274,400	185,000	13,720	1,559,800	5,176,000	76,789	5,099,211	96,412
	1912	4	46.24	46.24	3,544,700	320,000	31,000	.....	1,414,800	5,279,500	337,732	4,941,768	106,872
	1907	4	30.75	30.75	1,383,400	.....	.....	.....	214,600	1,598,000	(5)	(5)	51,967
Idaho	1917	4	104.65	155.40	1,407,000	.....	.....	.....	1,933,000	3,340,000	2,400	3,337,600	31,893
	1912	4	88.93	129.13	4,661,800	1,473,000	.....	.....	3,139,809	9,274,609	1,374,610	7,899,999	88,834
	1907	2	44.24	73.09	750,000	150,000	.....	.....	1,239,000	2,139,000	(5)	(5)	48,350
Wyoming	1917	2	23.05	23.05	475,000	.....	.....	.....	420,000	895,000	24,276	870,724	37,775
	1912	2	22.91	22.91	475,000	.....	.....	.....	420,000	895,000	25,200	869,800	37,966
Nevada	1917	2	11.56	11.56	1,044,725	.....	.....	.....	151,750	1,196,475	1,000	1,195,475	103,415
	1912	2	11.27	11.27	1,044,695	.....	.....	.....	136,000	1,180,695	1,000	1,179,695	104,676
	1907	1	7.15	7.15	1,000,000	.....	.....	.....	130,000	1,130,000	(5)	(5)	158,042
Utah	1917	5	474.59	469.40	10,150,000	2,480,000	50,000	30,000	26,476,000	39,106,000	16,391,735	22,714,265	47,861
	1912	5	260.18	260.18	3,461,275	4,363,175	.....	.....	6,918,500	14,742,950	224,804	14,518,146	55,800
	1907	4	122.54	122.54	2,232,500	4,000,000	.....	.....	6,709,000	12,941,500	(5)	(5)	105,610
PACIFIC:													
Washington	1917	20	1,068.21	1,021.69	57,439,677	24,656,467	646,922	443,810	75,423,927	157,520,071	27,980,960	129,539,111	121,267
	1912	20	1,032.13	991.17	59,829,975	19,489,533	1,904,321	428,193	56,926,500	136,246,008	10,176,670	126,069,338	122,145
	1907	15	758.54	730.27	29,518,000	10,936,900	118,367	438,176	23,414,000	63,868,900	6,445,689	57,423,211	75,702
Oregon	1917	8	581.29	603.13	17,509,300	10,879,600	.....	.....	56,672,174	85,061,074	8,130,954	76,930,120	132,344
	1912	6	544.64	549.19	24,872,800	354,000	2,322,260	12,000	43,209,776	68,436,576	2,821,462	65,615,114	120,474
	1907	8	253.41	259.02	14,891,400	7,537,500	160,000	375,000	16,599,000	39,027,900	17,943,670	21,084,230	83,202
California	1917	38	2,943.53	3,022.08	171,333,142	49,393,322	74,000	.....	192,667,064	413,398,528	42,410,805	370,982,723	126,033
	1912	42	2,559.01	2,605.28	226,879,546	49,443,250	572,846	550,000	164,957,750	441,280,546	31,504,789	409,775,757	160,131
	1907	42	2,013.49	2,013.49	114,347,100	33,487,500	749,800	423,000	96,812,400	244,547,000	13,637,989	230,909,061	114,681
Hawaii and Porto Rico	1917	4	53.08	53.62	2,838,109	.....	164,000	.....	553,889	3,391,998	253,127	3,138,871	59,135
	1907	4	43.83	43.83	1,496,400	350,000	24,000	21,000	1,604,786	3,451,186	56,300	3,394,886	77,456

[1] Includes real estate mortgages ($7,197,895) in 1917, not included in 1912 and 1907.
[2] Includes 5.30 miles not represented by capitalization, located in North Dakota.
[3] Includes 30.73 miles not represented by capitalization, located 23.78 in New York, 3.25 in Ohio, and 3.70 in Texas.
[4] Includes 6 companies not reporting financial data.
[5] Includes District of Columbia.
[6] Included in Maryland.
[7] Gross capitalization without the deduction of permanent or other investments.
[8] Investments for Arizona, Idaho, Nevada, New Mexico, and Utah, $1,101,028, and net capitalization $17,564,472; not separately available.

TABLE 151.—CONDENSED INCOME ACCOUNT OF OPERATING COMPANIES, BY GEOGRAPHIC DIVISIONS AND STATES: 1917 AND 1912; HAWAII AND PORTO RICO: 1917.

DIVISION AND STATE.	Census year.	Number of companies.	Income from all sources.	OPERATING ACCOUNTS. Revenues.	Expenses.	Per cent ratio; expenses of revenues.[1]	Net revenues.	Taxes assignable to railway operations.	Operating income.	Nonoperating income.	Gross income.	Deductions from gross income.	Net income.[2]	Dividends.	Surplus.[2]
UNITED STATES	1917	943	$730,108,040	$709,825,092	$452,594,654	63.8	$257,230,438	$45,756,695	$211,473,743	$20,282,948	$231,756,691	$175,305,761	$56,450,930	$48,337,435	$8,113,495
	1912	975	585,930,517	567,511,704	332,896,356	58.7	234,615,348	[3]35,027,965	199,587,383	18,418,813	218,006,196	149,866,307	68,139,889	51,650,117	16,489,772
GEOGRAPHIC DIVISIONS:															
New England	1917	86	71,122,331	70,364,415	53,003,099	75.3	17,361,316	3,824,445	13,536,871	757,916	14,294,787	12,413,312	1,881,475	2,337,838	456,363
	1912	91	57,423,017	56,515,063	37,316,197	66.0	19,198,866	[3]4,237,429	14,961,457	907,934	15,869,391	9,770,867	6,098,524	5,858,014	240,510
Middle Atlantic	1917	241	242,836,296	234,199,512	140,318,521	59.9	93,880,991	14,801,896	79,079,095	8,636,784	87,715,879	69,260,336	18,455,543	17,072,918	1,382,625
	1912	246	198,038,906	191,676,824	108,656,704	56.7	83,020,120	11,249,018	71,771,102	6,362,082	78,133,184	62,213,266	15,919,918	14,149,065	1,770,853
East North Central	1917	223	182,907,451	178,871,744	115,734,439	64.7	63,137,305	11,283,723	51,853,582	4,035,707	55,889,289	37,376,708	18,512,581	13,083,205	5,429,376
	1912	222	139,260,473	135,275,159	78,747,118	58.2	56,528,041	9,211,636	47,316,405	3,985,314	51,301,719	34,582,769	16,718,950	11,956,824	4,762,126
West North Central	1917	83	58,255,067	57,842,458	38,292,909	66.2	19,549,549	3,930,693	15,618,856	412,609	16,031,465	10,506,159	5,525,306	4,682,113	843,193
	1912	85	45,179,223	44,881,324	27,363,397	61.0	17,517,927	2,490,045	15,027,882	297,899	15,325,781	8,612,223	6,713,558	3,272,186	3,441,372
South Atlantic	1917	94	59,905,984	56,536,674	32,148,429	56.9	24,388,245	3,737,664	20,650,581	3,369,310	24,019,891	14,702,591	9,317,300	6,311,394	3,005,906
	1912	107	41,368,967	39,458,505	21,591,781	54.7	17,866,774	2,353,998	15,512,776	1,910,462	17,423,238	10,761,865	6,661,373	4,449,464	2,211,909
East South Central	1917	49	20,893,752	20,646,869	12,537,999	60.7	8,108,870	1,639,427	6,469,443	246,883	6,716,326	4,799,062	1,917,264	1,379,466	537,798
	1912	45	17,562,259	17,084,483	9,867,378	57.8	7,217,105	1,105,753	6,111,352	477,776	6,589,128	3,537,900	3,051,228	2,460,239	590,989
West South Central	1917	68	24,130,903	23,048,002	13,927,537	60.4	9,120,465	1,605,730	7,514,735	1,082,901	8,597,636	5,040,710	3,556,926	1,771,678	1,785,248
	1912	79	18,853,761	17,030,510	10,390,837	61.0	6,639,673	883,447	5,756,226	1,823,251	7,579,477	4,058,094	3,521,383	2,414,420	1,106,963
Mountain	1917	39	12,280,363	11,815,127	7,489,797	63.4	4,325,330	870,480	3,454,850	465,236	3,920,086	3,501,003	419,083	534,091	115,008
	1912	40	11,950,736	11,102,619	6,426,225	57.9	4,676,394	589,860	4,086,534	848,117	4,934,651	2,751,840	2,182,811	1,400,285	782,526
Pacific	1917	60	57,775,893	56,500,291	39,141,924	69.3	17,358,367	4,062,637	13,295,730	1,275,602	14,571,332	17,705,880	3,134,548	1,164,732	1,969,820
	1912	60	56,293,175	54,487,197	32,536,769	59.7	21,950,428	2,906,779	19,043,649	1,805,978	20,849,627	13,577,483	7,272,144	5,689,620	1,582,524
NEW ENGLAND:															
Maine	1917	16	4,924,671	4,781,221	3,120,221	65.3	1,661,000	198,524	1,462,476	143,450	1,605,926	1,225,209	380,717	459,297	78,580
	1912	16	3,593,617	3,518,322	2,002,617	56.9	1,515,705	120,208	1,395,497	75,295	1,470,792	1,046,932	423,860	329,882	93,978
New Hampshire	1917	13	1,257,678	1,250,769	999,087	79.9	251,682	67,404	184,278	6,909	191,187	122,011	69,176	92,970	23,794
	1912	13	1,250,391	1,246,184	987,934	79.3	258,250	39,912	218,338	4,207	222,545	164,424	58,121	91,755	33,634
Vermont	1917	9	875,058	826,569	599,446	72.5	227,123	34,684	192,439	48,489	240,928	205,040	35,888	46,631	10,743
	1912	9	631,241	600,717	345,268	57.5	255,449	19,596	235,853	30,524	266,377	150,316	116,061	83,147	32,914
Massachusetts	1917	39	45,450,663	45,239,116	34,097,107	75.4	11,142,009	2,210,133	8,931,876	211,547	9,143,423	7,656,659	1,486,764	1,711,640	224,876
	1912	43	37,490,704	36,841,475	24,889,596	67.6	11,951,879	[3]3,108,197	8,843,682	649,229	9,492,911	5,918,759	3,574,152	3,521,465	52,687
Rhode Island and Connecticut	1917	9	18,614,261	18,266,740	14,187,238	77.7	4,079,502	1,313,700	2,765,802	347,521	3,113,323	3,204,393	91,070	27,300	118,370
	1912	10	14,457,064	14,308,385	9,090,782	63.5	5,217,603	949,516	4,268,087	148,679	4,416,766	2,490,436	1,926,330	1,831,765	94,565
MIDDLE ATLANTIC:															
New York	1917	100	145,077,997	140,380,644	83,360,232	59.4	57,020,412	9,713,970	47,306,442	4,697,353	52,003,795	40,453,176	11,550,619	11,946,354	395,735
	1912	101	123,523,376	118,672,650	66,401,113	56.0	52,271,537	7,735,345	44,536,192	4,850,726	49,386,918	34,704,924	14,681,994	12,229,777	2,452,217
New Jersey	1917	22	22,533,293	22,264,061	13,436,048	60.3	8,828,033	1,831,691	6,996,342	269,212	7,265,554	6,342,569	922,985	1,156,778	233,793
	1912	24	18,321,483	18,061,276	10,552,653	58.4	7,528,623	1,254,842	6,273,781	240,207	6,513,988	5,978,045	535,943	654,405	118,462
Pennsylvania	1917	119	75,225,006	71,554,787	43,522,241	60.8	28,032,546	3,256,235	24,776,311	3,670,219	28,446,530	22,464,591	5,981,939	3,969,786	2,012,153
	1912	121	56,194,047	54,922,898	31,702,938	57.7	23,219,960	2,258,831	20,961,129	1,271,149	22,232,278	21,530,297	701,981	1,264,883	562,902
EAST NORTH CENTRAL:															
Ohio	1917	74	58,901,030	57,809,157	40,163,453	69.5	17,645,704	3,625,427	14,020,277	1,091,873	15,112,150	10,160,860	4,951,290	4,678,612	272,678
	1912	75	40,706,038	39,437,574	24,543,633	62.2	14,893,941	2,525,422	12,368,519	1,268,464	13,636,983	9,011,852	4,625,131	3,146,899	1,478,232
Indiana	1917	32	19,929,353	19,529,011	12,717,072	65.1	6,811,939	867,049	5,944,890	400,342	6,345,232	5,341,878	1,003,354	341,799	661,555
	1912	34	16,142,075	15,718,651	9,132,539	58.1	6,586,112	536,210	6,049,902	423,424	6,473,326	5,021,239	1,452,087	924,730	527,357
Illinois	1917	75	68,208,251	66,513,834	38,748,349	58.3	27,765,485	5,252,745	22,512,740	1,694,417	24,207,157	15,835,140	8,372,017	5,313,007	3,059,010
	1912	67	55,899,544	54,588,533	29,822,058	54.6	24,766,475	4,885,069	19,881,406	1,311,011	21,192,417	14,755,138	6,437,279	5,409,635	1,027,644
Michigan	1917	21	26,384,377	25,749,103	18,331,269	71.2	7,417,834	911,156	6,506,678	635,274	7,141,952	4,142,708	2,999,244	1,932,732	1,066,512
	1912	22	17,864,692	17,683,808	11,142,975	63.0	6,540,833	760,270	5,780,563	180,884	5,961,447	3,367,493	2,593,954	1,025,580	1,568,374
Wisconsin	1917	21	9,484,440	9,270,639	5,774,296	62.3	3,496,343	627,346	2,868,997	213,801	3,082,798	1,896,122	1,186,676	817,055	369,621
	1912	24	8,648,124	7,846,593	4,105,913	52.3	3,740,680	504,665	3,236,015	801,531	4,037,546	2,427,047	1,610,499	1,449,980	160,519
WEST NORTH CENTRAL:															
Minnesota	1917	10	12,427,603	12,375,143	7,905,772	63.9	4,469,371	1,064,065	3,405,306	52,460	3,457,766	1,566,115	1,891,651	1,714,962	176,689
	1912	9	9,685,158	9,675,508	5,882,755	60.8	3,792,753	612,291	3,180,462	9,650	3,190,112	1,276,662	1,913,450	1,668,500	244,950
Iowa	1917	22	11,352,494	11,242,166	7,208,711	64.1	4,033,455	432,084	3,601,371	110,328	3,711,699	2,229,928	1,481,771	1,604,836	123,065
	1912	24	7,452,454	7,372,945	4,520,635	61.3	2,852,310	209,664	2,642,646	79,509	2,722,155	1,201,812	1,520,343	703,497	816,846

Missouri	1917	20	25,517,978	25,347,719	17,369,551	*68.5*	7,978,168	1,767,914	6,210,254	170,259	6,380,513	5,017,146	1,363,367	692,238	671,129
	1912	19	21,240,533	21,115,228	13,070,500	*61.9*	8,044,728	1,249,643	6,795,085	125,305	6,920,390	4,599,331	2,321,059	281,600	2,039,459
North Dakota and South Dakota	1917	6	266,587	266,352	204,919	*76.9*	61,433	12,053	49,380	235	49,615	41,686	7,929	10,000	*2,071*
	1912	5	238,587	238,587	162,123	*68.0*	76,464	7,375	69,089	.....	69,089	33,490	35,599	28,170	7,429
Nebraska	1917	6	4,513,631	4,493,267	2,913,696	*64.8*	1,579,571	375,149	1,204,422	20,364	1,224,786	745,015	479,771	477,420	2,351
	1912	7	3,618,337	3,577,746	2,021,647	*56.5*	1,556,099	265,235	1,290,864	40,591	1,331,455	772,270	559,185	550,120	9,065
Kansas	1917	19	4,176,774	4,117,811	2,690,260	*65.3*	1,427,551	279,428	1,148,123	58,963	1,207,086	906,269	300,817	182,657	118,160
	1912	21	2,944,154	2,901,310	1,705,737	*58.8*	1,195,573	145,837	1,049,736	42,844	1,092,580	728,658	363,922	40,299	323,623
SOUTH ATLANTIC:															
Delaware, Maryland, and District of Columbia.	1917	19	22,582,897	21,289,850	12,496,579	58.7	8,793,271	1,695,551	7,097,720	1,293,047	8,390,767	5,580,887	2,809,880	2,875,603	*65,723*
	1912	25	17,318,667	16,619,698	8,718,499	52.5	7,901,199	1,165,421	6,735,778	698,969	7,434,747	4,793,455	2,641,292	2,025,750	615,542
Virginia	1917	16	10,351,030	10,093,287	5,415,049	53.7	4,678,238	482,452	4,195,786	257,743	4,453,529	2,594,523	1,859,006	1,101,034	757,972
	1912	18	7,247,056	6,847,216	3,875,733	56.6	2,971,483	384,277	2,587,206	399,840	2,987,046	2,033,174	953,872	838,688	115,184
West Virginia	1917	19	6,867,353	5,924,447	3,360,297	56.7	2,564,150	365,798	2,198,352	942,906	3,141,258	1,459,777	1,681,481	1,203,705	477,776
	1912	21	3,708,197	3,615,257	1,910,770	52.9	1,704,487	162,645	1,541,842	92,940	1,634,782	827,133	807,649	493,573	314,076
North Carolina	1917	12	3,270,606	2,872,991	1,714,998	59.7	1,157,993	140,478	1,017,515	397,615	1,415,130	597,019	818,111	393,551	424,560
	1912	13	2,348,715	2,127,884	1,416,802	*66.6*	711,082	59,479	651,603	220,831	872,434	475,425	397,009	185,501	211,508
South Carolina	1917	7	3,904,471	3,766,633	2,286,500	60.7	1,480,133	187,055	1,293,078	137,838	1,430,916	867,125	563,791	93,768	470,023
	1912	6	1,355,270	1,345,450	914,391	*68.0*	431,059	36,895	394,164	9,820	403,984	259,263	144,721	.....	144,721
Georgia	1917	13	10,485,113	10,146,512	5,487,899	54.1	4,658,613	708,769	3,949,844	338,601	4,288,445	3,244,265	1,044,180	363,933	680,247
	1912	14	7,421,747	6,934,010	3,600,445	51.9	3,333,565	447,764	2,885,801	487,737	3,373,538	2,084,895	1,288,643	611,183	677,460
Florida	1917	8	2,444,514	2,442,954	1,387,107	56.8	1,055,847	157,561	898,286	1,560	899,846	358,995	540,851	279,800	261,051
	1912	10	1,969,315	1,968,990	1,155,091	58.7	813,899	97,517	716,382	325	716,707	288,520	428,187	294,769	133,418
EAST SOUTH CENTRAL:															
Kentucky	1917	11	6,468,973	6,319,418	3,789,486	60.0	2,529,932	517,515	2,012,417	149,555	2,161,972	1,410,815	751,157	711,591	39,562
	1912	10	6,155,248	5,919,344	3,556,537	*60.1*	2,362,807	376,922	1,985,885	235,904	2,221,789	935,930	1,285,859	1,237,935	47,924
Tennessee	1917	14	7,554,997	7,518,664	4,594,774	61.1	2,923,890	593,513	2,330,377	36,333	2,366,710	1,743,020	623,690	367,500	256,190
	1912	12	6,151,953	6,124,678	3,257,823	53.2	2,866,855	419,175	2,447,680	27,275	2,474,955	1,500,126	974,829	670,554	304,275
Alabama	1917	13	5,644,070	5,607,745	3,263,733	58.2	2,344,012	468,896	1,875,116	36,325	1,911,441	1,249,582	661,859	294,375	367,484
	1912	11	4,344,668	4,140,937	2,401,152	58.0	1,739,785	276,354	1,463,431	203,731	1,667,162	838,313	828,849	551,750	277,099
Mississippi	1917	11	1,226,712	1,201,042	890,006	*74.1*	311,036	59,503	251,533	24,670	276,203	395,645	*119,442*	6,000	*125,442*
	1912	12	910,390	899,524	651,866	*72.5*	247,658	33,302	214,356	10,866	225,222	263,531	*38,309*	.....	*38,309*
WEST SOUTH CENTRAL:															
Arkansas	1917	10	1,990,267	1,956,931	1,079,569	55.2	877,362	162,366	714,996	33,336	748,332	497,291	251,041	142,493	108,548
	1912	10	1,891,949	1,831,185	1,001,342	54.7	829,843	91,649	738,194	60,764	798,958	382,989	415,969	289,195	126,774
Louisiana	1917	11	6,908,566	6,118,826	3,855,597	63.0	2,263,229	561,085	1,702,144	789,740	2,491,884	1,879,425	612,459	415,737	196,722
	1912	13	6,996,131	5,312,372	3,232,460	*60.8*	2,079,912	408,323	1,671,589	1,685,759	3,357,348	1,874,752	1,482,596	1,339,745	142,851
Oklahoma	1917	15	2,226,474	2,201,025	1,321,675	60.0	879,350	134,040	745,310	25,449	770,759	481,673	289,086	58,726	230,360
	1912	17	1,449,278	1,445,842	970,447	*67.1*	475,395	64,924	410,471	3,436	413,907	427,410	*13,503*	25,215	*38,718*
Texas	1917	32	13,005,596	12,771,220	7,670,696	60.1	5,100,524	748,239	4,352,285	234,376	4,586,661	2,182,321	2,404,340	1,154,722	1,249,618
	1912	39	8,514,403	8,441,111	5,186,588	*61.4*	3,254,523	318,551	2,935,972	73,292	3,009,264	1,372,943	1,636,321	760,265	876,056
MOUNTAIN:															
Montana	1917	6	1,519,883	1,501,383	1,111,411	*74.0*	389,972	77,124	312,848	18,500	331,348	138,681	192,667	46,843	145,824
	1912	6	1,065,597	1,055,283	770,586	*73.0*	284,697	44,387	240,310	10,314	250,624	167,852	82,772	30,000	52,772
Colorado	1917	15	5,826,512	5,779,776	3,404,817	58.9	2,374,959	532,848	1,842,111	46,736	1,888,847	1,678,481	210,366	203,528	6,838
	1912	16	6,630,480	5,829,146	3,264,753	56.0	2,564,393	377,718	2,186,675	801,334	2,988,009	1,674,786	1,313,223	1,339,285	*26,062*
Idaho and Wyoming	1917	6	524,182	521,988	375,858	*72.0*	146,130	19,826	126,304	2,194	128,498	112,960	15,538	.....	15,538
	1912	5	519,153	512,953	368,697	*71.9*	144,256	12,714	131,542	6,200	137,742	140,523	*2,781*	.....	*2,781*
Nevada and Utah	1917	6	3,796,453	3,418,967	2,141,169	62.6	1,277,798	220,703	1,057,095	377,486	1,434,581	1,466,913	*32,332*	80,000	*112,332*
	1912	7	3,375,218	3,360,132	1,729,202	51.5	1,630,930	143,588	1,487,342	15,086	1,502,428	685,581	816,847	.....	816,847
New Mexico and Arizona	1917	6	613,333	593,013	456,542	*77.0*	136,471	19,979	116,492	20,320	136,812	103,968	32,844	203,720	*170,876*
	1912	6	360,288	345,105	292,987	*84.9*	52,118	11,453	40,665	15,183	55,848	83,098	*27,250*	31,000	*58,250*
PACIFIC:															
Washington	1917	20	16,069,050	15,415,110	9,318,781	60.5	6,096,329	1,296,612	4,799,717	653,940	5,453,657	4,136,448	1,317,209	1,090,732	226,477
	1912	19	13,590,933	12,706,499	7,116,198	56.0	5,590,301	858,974	4,731,327	884,434	5,615,761	3,000,356	2,615,405	2,232,514	382,891
Oregon	1917	8	7,287,144	7,102,433	4,240,891	59.7	2,861,542	693,211	2,168,331	184,711	2,353,042	2,981,620	*628,578*	.....	*628,578*
	1912	6	7,856,471	7,700,119	3,736,259	48.5	3,963,860	560,380	3,403,480	156,352	3,559,832	2,489,868	1,069,964	2,334,260	*1,264,296*
California	1917	32	34,419,699	33,982,748	25,582,252	*75.3*	8,400,496	2,072,814	6,327,682	436,951	6,764,633	10,587,812	*3,823,179*	74,000	*3,897,179*
	1912	35	34,845,771	34,080,579	21,684,312	*63.6*	12,396,267	1,487,425	10,908,842	765,192	11,674,034	8,087,259	3,586,775	1,122,846	2,463,929
Hawaii and Porto Rico	1917	4	1,186,418	1,167,714	684,054	58.6	483,660	65,347	418,313	18,704	437,017	74,529	362,488	164,000	198,488

[1] Italics in this column denote ratios above the average for the United States.

[2] Italic figures denote deficit.

[3] Includes $603,226 rental of subways and tunnels.

TABLE 152.—INCOME ACCOUNT OF NONOPERATING OR LESSOR COMPANIES, BY STATES: 1917 AND 1912.

STATE.	Census year.	Number of companies.	INCOME.			DEDUCTIONS FROM INCOME.			Net income.[1]	Dividends.	Surplus.[1]	Balance at beginning of year.[1]	Accumulated balance Dec. 31, 1917.[1]
			Gross income.	Rentals from operating companies.	Miscellaneous.	Total.	Interest.	Taxes and miscellaneous.					
United States	1917	364	$43,216,501	$42,759,850	$456,651	$17,897,373	$16,147,380	$1,749,993	$25,319,128	$24,925,706	$393,422	$24,600,698	$24,994,120
	1912	285	35,605,367	35,144,521	460,846	16,090,372	15,234,132	856,240	19,514,995	19,342,101	172,894	.....	.....
California	1917	6	486,677	486,232	445	477,512	392,719	84,793	9,165	.....	9,165	193,649	202,814
	1912	7	252,995	252,858	137	253,674	236,301	17,373	*679*	.....	*679*	.....	.....
Illinois	1917	3	90,429	90,400	29	119,950	106,060	13,890	*29,521*	5,040	*34,561*	*661,946*	*696,507*
	1912	5	260,202	252,311	7,891	135,682	97,929	37,753	124,520	187,273	*62,753*	.....	.....
Indiana	1917	15	2,083,485	2,021,585	61,900	1,335,109	1,090,440	244,669	748,376	748,271	105	1,985,476	1,985,581
	1912	11	1,726,807	1,725,231	1,576	1,215,716	1,063,781	151,935	511,091	504,622	6,469	.....	.....
Iowa	1917	3	90,187	84,531	5,656	64,706	19,258	45,448	25,481	18,078	7,403	1,095	8,498
Massachusetts	1917	19	2,671,497	2,669,237	2,260	1,032,936	1,013,220	19,716	1,638,561	1,633,865	4,696	192,890	197,586
	1912	17	1,050,882	1,048,894	1,988	900,047	845,854	54,193	150,835	148,550	2,285	.....	.....
New Jersey	1917	18	3,218,129	3,198,274	19,855	1,969,512	1,933,571	35,941	1,248,617	1,246,871	1,746	1,624,924	1,626,670
	1912	19	3,109,034	3,073,300	35,734	1,862,343	1,836,258	26,085	1,246,691	1,259,457	*12,766*	.....	.....
New York	1917	42	11,159,759	11,090,738	69,021	4,503,728	4,159,456	344,272	6,656,031	6,682,365	*26,334*	5,445,749	5,419,415
	1912	33	9,540,387	9,457,292	83,095	2,889,616	2,813,773	75,843	6,650,771	6,495,213	155,558	.....	.....
Ohio	1917	9	2,236,995	2,236,831	164	911,259	881,716	29,543	1,325,736	1,316,012	9,724	562,227	571,951
	1912	13	3,376,083	3,365,315	10,768	1,508,286	1,468,049	40,237	1,867,797	1,865,697	2,100	.....	.....
Pennsylvania	1917	215	14,200,257	14,098,423	101,834	4,024,112	3,389,049	635,063	10,176,145	9,934,105	242,040	9,810,918	10,052,958
	1912	138	9,650,103	9,620,676	29,427	3,777,583	3,611,740	165,843	5,872,520	5,804,039	68,481	.....	.....
West Virginia	1917	4	21,886	21,886	.....	17,868	16,500	1,368	4,018	1,177	2,841	1,971	4,812
All other states[2]	1917	30	6,957,200	6,761,713	195,487	3,440,681	3,145,391	295,290	3,516,519	3,339,922	176,597	5,443,745	5,620,342
	1912	42	6,638,874	6,348,644	290,230	3,547,425	3,260,447	286,978	3,091,449	3,077,250	14,199	.....	.....

[1] Italic figures denote deficit.

[2] Includes states as follows: 1917—Alabama, 1; Connecticut, 3; Delaware, 6; Georgia, 1; Maine, 1; Maryland, 2; Michigan, 4; Nebraska, 2; Rhode Island, 5; South Carolina, 1; Texas, 2; Utah, 1; Virginia, 1. 1912—Alabama, 1; Colorado, 1; Connecticut, 4; Delaware, 4; Georgia, 1; Idaho, 1; Iowa, 2; Louisiana, 2; Maine, 1; Maryland, 3; Michigan, 1; Nebraska, 3; North Carolina, 2; Oklahoma, 1; Rhode Island, 6; South Carolina, 1; Texas, 1; Virginia, 2; Washington, 1; West Virginia, 3; Wisconsin, 1.

TABLE 153.—CONDENSED INCOME ACCOUNT OF OPERATING AND LESSOR COMPANIES COMBINED, BY STATES: 1917 AND 1912; HAWAII AND PORTO RICO: 1917.

STATE.	Census year.	NUMBER OF COMPANIES.			Income from all sources.	Rentals from operating companies.	OPERATING ACCOUNTS.			
		Total.	Operating.	Lessor.			Operating revenues.	Operating expenses.	Taxes.	Operating income.
United States	1917	1,307	943	364	$773,324,541	$42,759,850	$709,825,092	$452,594,654	$45,756,695	$211,473,743
	1912	1,260	975	285	621,535,884	35,144,521	567,511,704	332,806,356	35,027,965	199,587,383
California	1917	38	32	6	34,906,376	486,232	33,982,748	25,582,252	2,072,814	6,327,682
	1912	42	35	7	35,098,766	252,858	34,080,579	21,684,312	1,487,425	10,908,842
Illinois	1917	78	75	3	68,298,680	90,400	66,513,834	38,748,349	5,252,745	22,512,740
	1912	72	67	5	56,159,746	252,311	54,588,533	29,822,058	4,885,069	19,881,406
Indiana	1917	47	32	15	22,012,838	2,021,585	19,529,011	12,717,072	867,049	5,944,890
	1912	45	34	11	17,868,882	1,725,231	15,718,651	9,132,539	536,210	6,049,902
Iowa [1]	1917	25	22	3	11,442,681	84,531	11,242,166	7,208,711	432,084	3,601,371
Massachusetts	1917	58	39	19	48,122,160	2,669,237	45,239,116	34,097,107	2,210,133	8,931,876
	1912	60	43	17	38,541,586	1,048,894	36,841,475	24,889,596	3,108,197	8,843,682
New Jersey	1917	40	22	18	25,751,422	3,198,274	22,264,081	13,436,048	1,831,691	6,996,342
	1912	43	24	19	21,430,517	3,073,300	18,081,276	10,552,653	1,254,842	6,273,781
New York	1917	142	100	42	156,237,756	11,090,738	140,380,644	83,360,232	9,713,970	47,306,442
	1912	134	101	33	133,063,763	9,457,292	118,672,650	66,401,113	7,735,345	44,536,192
Ohio	1917	83	74	9	61,138,025	2,236,831	57,809,157	40,163,453	3,625,427	14,020,277
	1912	88	75	13	44,082,121	3,365,315	39,437,574	24,543,633	2,525,422	12,368,519
Pennsylvania	1917	334	119	215	89,425,263	14,098,423	71,554,787	43,522,241	3,256,235	24,776,311
	1912	259	121	138	65,844,150	9,620,676	54,922,898	31,702,938	2,258,831	20,961,129
West Virginia [1]	1917	23	19	4	6,889,239	21,886	5,924,447	3,360,297	365,798	2,198,352
Other states with operating and lessor companies.	1917	182	152	30	124,695,715	6,761,713	114,645,689	73,581,997	6,936,769	34,126,923
	1912	353	311	42	137,804,944	6,348,644	124,879,885	73,002,235	7,102,049	44,775,601
States with operating companies only	1917	257	257	.....	124,404,386	.....	120,730,412	76,816,895	9,191,980	34,720,537
	1912	164	164	.....	71,641,409	.....	70,288,183	41,165,279	4,134,575	24,988,329
Hawaii and Porto Rico	1917	4	4	.....	1,186,418	.....	1,167,714	684,054	65,347	418,313

STATE.	Census year.	Miscellaneous income.	Gross income.	DEDUCTIONS FROM GROSS INCOME.				Net income.[2]	Dividends.	Surplus.[2]
				Total.	Interest.	Rent of leased lines and terminals.	Miscellaneous, including taxes of nonoperating companies.			
United States	1917	$20,739,599	$274,973,192	$193,203,134	$135,260,398	$48,302,823	$9,639,913	$81,770,058	$73,263,141	$8,506,917
	1912	18,879,659	253,611,563	165,956,679	113,259,470	44,784,521	7,912,688	87,654,884	70,992,218	16,662,666
California	1917	437,396	7,251,310	11,065,324	10,147,717	639,376	278,231	*3,814,014*	74,000	*3,888,014*
	1912	765,329	11,927,029	8,340,933	7,716,862	255,416	368,655	3,586,096	1,122,846	2,463,250
Illinois	1917	1,604,446	24,207,586	15,955,090	13,669,845	1,095,844	1,189,401	8,342,496	5,318,047	3,024,449
	1912	1,318,902	21,452,619	14,890,820	12,280,523	494,136	2,116,161	6,561,799	5,596,908	964,891
Indiana	1917	462,242	8,428,717	6,676,987	4,349,218	2,060,098	267,671	1,751,730	1,090,070	661,660
	1912	425,000	8,200,133	6,236,955	4,281,053	1,744,017	211,885	1,963,178	1,429,352	533,826
Iowa [1]	1917	115,984	3,801,886	2,294,634	2,076,476	60,520	157,638	1,507,252	1,622,914	*115,662*
Massachusetts	1917	213,807	11,814,920	8,689,595	4,835,492	2,956,574	897,529	3,125,325	3,345,505	*220,180*
	1912	651,217	10,543,793	6,818,806	4,115,136	2,542,459	161,211	3,724,987	3,670,015	54,972
New Jersey	1917	289,067	10,483,683	8,312,081	4,673,155	3,385,431	253,495	2,171,602	2,403,649	*232,047*
	1912	275,941	9,623,022	7,840,388	4,569,033	3,229,045	42,310	1,782,634	1,913,862	*131,228*
New York	1917	4,766,374	63,163,554	44,956,904	28,738,636	14,295,114	1,923,154	18,206,650	18,628,719	422,069
	1912	4,933,821	58,927,305	37,594,540	24,352,988	12,684,642	556,910	21,332,765	18,724,990	2,607,775
Ohio	1917	1,092,037	17,349,145	11,072,119	7,757,019	2,287,881	1,027,219	6,277,026	5,994,624	282,402
	1912	1,279,232	17,013,066	10,520,138	6,897,178	3,390,165	232,795	6,492,928	5,012,596	1,480,332
Pennsylvania	1917	3,772,053	42,646,787	26,488,703	11,404,960	13,933,621	1,150,122	16,158,084	13,903,891	2,254,193
	1912	1,300,576	31,882,381	25,307,880	10,019,675	13,995,098	1,293,107	6,574,501	7,068,922	*494,421*
West Virginia [1]	1917	942,906	3,163,144	1,477,645	1,359,585	89,688	28,372	1,685,499	1,204,882	*480,617*
Other states with operating and lessor companies.	1917	3,288,313	44,176,949	28,790,473	20,242,611	7,307,433	1,240,429	15,386,476	10,602,606	4,783,870
	1912	6,576,415	57,700,660	33,418,915	24,922,011	6,421,932	2,074,972	24,281,745	17,966,543	6,315,202
States with operating companies only	1917	3,664,974	38,395,511	27,423,579	26,005,684	191,243	1,226,652	10,971,932	9,074,234	1,897,698
	1912	1,353,226	26,341,555	14,987,304	14,105,011	27,611	854,682	11,354,251	8,486,184	2,868,067
Hawaii and Porto Rico	1917	18,704	437,017	74,529	74,529	.....	.....	362,488	164,000	198,488

[1] Included in "Other states with operating and lessor companies only" in 1912.

[2] Italic figures denote deficit.

TABLE 151.—CONDENSED INCOME ACCOUNT OF OPERATING COMPANIES, BY GEOGRAPHIC DIVISIONS AND STATES: 1917 AND 1912; HAWAII AND PORTO RICO: 1917.

Division and state.	Census year.	Number of companies.	Income from all sources.	Operating accounts. Revenues.	Expenses.	Per cent ratio; expenses of revenues.[1]	Net revenues.	Taxes assignable to railway operations.	Operating income.	Nonoperating income.	Gross income.	Deductions from gross income.	Net income.[2]	Dividends.	Surplus.[2]
United States	1917	943	$730,108,040	$709,826,092	$452,594,654	63.8	$257,230,438	$45,756,695	$211,473,743	$20,282,948	$231,756,691	$175,305,761	$56,450,930	$48,337,435	$8,113,495
	1912	975	585,930,517	567,511,704	332,896,356	58.7	234,615,348	[3]35,027,955	199,587,393	18,418,813	218,006,196	149,866,307	68,139,889	51,650,117	16,489,772
Geographic divisions:															
New England	1917	86	71,122,331	70,364,415	53,008,099	*75.3*	17,361,316	3,824,445	13,536,871	757,916	14,294,787	12,413,312	1,881,475	2,337,838	*456,363*
	1912	91	57,423,017	56,515,063	37,316,197	*66.0*	19,198,866	[3]4,237,429	14,961,457	907,934	15,869,391	9,770,867	6,098,524	5,858,014	240,510
Middle Atlantic	1917	241	242,836,296	234,199,512	140,318,521	59.9	93,880,991	14,801,896	79,079,095	8,636,784	87,715,879	69,260,336	18,455,543	17,072,918	1,382,628
	1912	246	198,038,906	191,676,824	108,656,704	56.7	83,020,120	11,249,018	71,771,102	6,362,082	78,133,184	62,213,266	15,919,918	14,149,065	1,770,853
East North Central	1917	223	182,907,451	178,871,744	115,734,439	*64.7*	63,137,305	11,283,723	51,853,582	4,035,707	55,889,289	37,376,708	18,512,581	13,083,205	5,429,376
	1912	222	139,260,473	135,275,159	78,747,118	58.2	56,528,041	9,211,636	47,316,405	3,985,314	51,301,719	34,582,769	16,718,950	11,956,824	4,762,126
West North Central	1917	83	58,255,067	57,842,458	38,292,909	*66.2*	19,549,549	3,930,693	15,618,856	412,609	16,031,465	10,506,159	5,525,306	4,682,113	843,193
	1912	85	45,179,223	44,881,324	27,363,397	*61.0*	17,517,927	2,490,045	15,027,882	297,899	15,325,781	8,612,223	6,713,558	3,272,186	3,441,372
South Atlantic	1917	94	59,905,984	56,536,674	32,148,429	56.9	24,388,245	3,737,664	20,650,581	3,369,310	24,019,891	14,702,591	9,317,300	6,311,394	3,005,906
	1912	107	41,368,967	39,458,505	21,591,731	54.7	17,866,774	2,353,998	15,512,776	1,910,462	17,423,238	10,761,865	6,661,373	4,449,464	2,211,909
East South Central	1917	49	20,893,752	20,646,869	12,537,999	60.7	8,108,870	1,639,427	6,469,443	246,883	6,716,326	4,799,062	1,917,264	1,379,466	537,798
	1912	45	17,562,259	17,084,483	9,867,378	57.8	7,217,105	1,105,753	6,111,352	477,776	6,589,128	3,537,900	3,051,228	2,460,239	590,989
West South Central	1917	68	24,130,903	23,048,002	13,927,537	60.4	9,120,465	1,605,730	7,514,735	1,082,901	8,597,636	5,040,710	3,556,926	1,771,678	1,785,248
	1912	79	18,853,761	17,030,510	10,390,837	*61.0*	6,639,673	883,447	5,756,226	1,823,251	7,579,477	4,058,094	3,521,383	2,414,420	1,106,963
Mountain	1917	39	12,280,363	11,815,127	7,489,797	63.4	4,325,330	870,480	3,454,850	465,236	3,920,086	3,501,003	419,083	534,091	*115,008*
	1912	40	11,950,736	11,102,619	6,426,225	57.9	4,676,394	589,860	4,086,534	848,117	4,934,651	2,751,840	2,182,811	1,400,285	782,526
Pacific	1917	60	57,775,893	56,500,291	39,141,924	*69.3*	17,358,367	4,062,637	13,295,730	1,275,602	14,571,332	17,705,880	*3,134,548*	1,164,732	*4,299,280*
	1912	60	55,293,175	54,487,197	32,536,769	59.7	21,950,428	2,906,779	19,043,649	1,805,978	20,849,627	13,577,483	7,272,144	5,689,620	1,582,524
New England:															
Maine	1917	16	4,924,671	4,781,221	3,120,221	*65.3*	1,661,000	198,524	1,462,476	143,450	1,605,926	1,225,209	380,717	459,297	*78,580*
	1912	16	3,593,617	3,518,322	2,002,617	56.9	1,515,705	120,208	1,395,497	75,295	1,470,792	1,046,932	423,860	329,882	93,978
New Hampshire	1917	13	1,257,678	1,250,769	999,087	*79.9*	251,682	67,404	184,278	6,909	191,187	122,011	69,176	92,970	*23,794*
	1912	13	1,250,391	1,246,184	987,934	*79.3*	256,250	39,912	218,338	4,207	222,545	164,424	58,121	91,755	*33,634*
Vermont	1917	9	875,058	826,569	599,446	*72.5*	227,123	34,684	192,439	48,489	240,928	205,040	35,888	46,631	*10,743*
	1912	9	631,241	600,717	345,268	57.5	255,449	19,596	235,853	30,524	266,377	150,316	116,061	83,147	32,914
Massachusetts	1917	39	45,450,663	45,239,116	34,097,107	*75.4*	11,142,009	2,210,133	8,931,876	211,547	9,143,423	7,656,659	1,486,764	1,711,640	*224,876*
	1912	43	37,490,704	36,841,475	24,889,596	*67.6*	11,951,879	[3]3,108,197	8,843,682	649,229	9,492,911	5,918,759	3,574,152	3,521,465	52,687
Rhode Island and Connecticut	1917	9	18,614,261	18,266,740	14,187,238	*77.7*	4,079,502	1,313,700	2,765,802	347,521	3,113,323	3,204,393	*91,070*	27,300	*118,370*
	1912	10	14,457,064	14,308,385	9,090,782	*63.5*	5,217,603	949,516	4,268,087	148,679	4,416,766	2,490,436	1,926,330	1,831,765	94,565
Middle Atlantic:															
New York	1917	100	145,077,997	140,280,644	83,360,232	59.4	57,020,412	9,713,970	47,306,442	4,697,353	52,003,795	40,453,176	11,550,619	11,946,354	*395,735*
	1912	101	123,523,376	118,672,650	66,401,113	56.0	52,271,537	7,735,345	44,536,192	4,850,726	49,386,918	34,704,924	14,681,994	12,229,777	2,452,217
New Jersey	1917	22	22,533,293	22,264,061	13,436,048	60.3	8,828,033	1,831,691	6,996,342	269,212	7,265,554	6,342,569	922,985	1,156,778	*233,793*
	1912	24	18,321,483	18,081,276	10,552,653	58.4	7,528,623	1,254,842	6,273,781	240,207	6,513,988	5,978,045	535,943	654,405	*118,462*
Pennsylvania	1917	119	75,225,006	71,554,787	43,522,241	60.8	28,032,546	3,256,235	24,776,311	3,670,219	28,446,530	22,464,591	5,981,939	3,969,786	2,012,153
	1912	121	56,194,047	54,922,898	31,702,938	57.7	23,219,960	2,258,831	20,961,129	1,271,149	22,232,278	21,530,297	701,981	1,264,883	*562,902*
East North Central:															
Ohio	1917	74	58,901,030	57,809,157	40,163,453	*69.5*	17,645,704	3,625,427	14,020,277	1,091,873	15,112,150	10,160,860	4,951,290	4,678,612	272,678
	1912	75	40,706,038	39,437,574	24,543,633	*62.2*	14,893,941	2,526,422	12,368,519	1,268,464	13,636,983	9,011,852	4,625,131	3,146,899	1,478,232
Indiana	1917	32	19,929,353	19,529,011	12,717,072	*65.1*	6,811,939	867,049	5,944,890	400,342	6,345,232	5,341,878	1,003,354	341,799	661,555
	1912	34	16,142,075	15,718,651	9,132,539	58.1	6,586,112	536,210	6,049,902	423,424	6,473,326	5,021,239	1,452,087	924,730	527,357
Illinois	1917	75	68,208,251	66,513,834	38,748,349	58.3	27,765,485	5,252,745	22,512,740	1,694,417	24,207,157	15,835,140	8,372,017	5,313,007	3,059,010
	1912	67	55,899,544	54,588,533	29,822,058	54.6	24,766,475	4,885,069	19,881,406	1,311,011	21,192,417	14,755,138	6,437,279	5,409,635	1,027,644
Michigan	1917	21	26,384,377	25,749,103	18,331,269	*71.2*	7,417,834	911,156	6,506,678	635,274	7,141,952	4,142,708	2,999,244	1,932,732	1,066,512
	1912	22	17,864,692	17,683,808	11,142,975	*63.0*	6,540,833	760,270	5,780,563	180,884	5,961,447	3,367,493	2,593,954	1,025,580	1,568,374
Wisconsin	1917	21	9,484,440	9,270,639	5,774,296	62.3	3,496,343	627,346	2,868,997	213,801	3,082,798	1,896,122	1,186,676	817,055	369,621
	1912	24	8,648,124	7,846,593	4,105,913	52.3	3,740,680	504,665	3,236,015	801,531	4,037,546	2,427,047	1,610,499	1,449,980	160,519
West North Central:															
Minnesota	1917	10	12,427,603	12,375,143	7,905,772	*63.9*	4,469,371	1,064,065	3,405,306	52,460	3,457,766	1,566,115	1,891,651	1,714,962	176,689
	1912	9	9,685,158	9,675,508	5,882,755	*60.8*	3,792,753	612,291	3,180,462	9,650	3,190,112	1,276,662	1,913,450	1,668,500	244,950
Iowa	1917	22	11,352,494	11,242,166	7,208,711	*64.1*	4,033,455	432,084	3,601,371	110,328	3,711,699	2,229,928	1,481,771	1,604,836	*123,065*
	1912	24	7,452,454	7,372,945	4,520,635	*61.3*	2,852,310	209,664	2,642,646	79,509	2,722,155	1,201,812	1,520,343	703,497	816,846

TABLE 155.—RAILWAY OPERATING REVENUES, BY GEOGRAPHIC DIVISIONS AND STATES: 1917 AND 1912; HAWAII AND PORTO RICO: 1917.

DIVISION AND STATE.	Census year.	Total.	FROM TRANSPORTATION. Total.	Passenger revenue.	Baggage, express, and milk revenue.	Parlor, sleeping, dining, and special car revenue.	Mail revenue.	Freight revenue.	Miscellaneous transportation revenue.	From other railway operations.
UNITED STATES	1917	$650,149,806	$629,280,472	$603,129,620	$4,965,566	$957,966	$614,678	$18,546,504	$1,066,138	$20,869,334
	1912	535,996,122	520,184,773	502,651,637	3,687,947	1,036,820	723,640	10,165,616	1,919,413	15,811,349
GEOGRAPHIC DIVISIONS:										
New England	1917	68,399,091	66,895,692	63,943,480	470,252	164,623	67,216	2,187,092	63,029	1,503,399
	1912	55,440,449	54,130,142	52,520,531	404,179	194,012	105,118	826,646	79,656	1,310,307
Middle Atlantic	1917	230,354,775	221,380,336	217,572,877	1,016,161	212,985	96,979	2,207,098	274,241	8,974,439
	1912	190,690,069	183,642,320	180,633,603	707,422	252,475	168,163	1,407,074	473,583	7,047,749
East North Central	1917	162,091,962	156,866,848	148,330,904	2,135,782	351,189	181,888	5,607,075	260,080	5,225,114
	1912	128,042,006	124,607,112	118,127,553	1,759,808	324,716	172,862	3,492,543	729,545	3,434,894
West North Central	1917	52,455,024	50,828,152	48,537,836	229,048	61,661	96,392	1,794,985	106,280	1,626,872
	1912	43,140,584	41,994,820	40,853,962	131,229	40,834	126,797	727,275	114,723	1,145,764
South Atlantic	1917	42,426,736	41,512,179	39,394,998	274,980	45,720	60,736	1,619,194	116,551	914,557
	1912	32,556,965	31,811,990	30,921,390	180,708	60,864	60,310	519,795	59,928	744,975
East South Central	1917	15,882,474	15,506,988	15,126,967	44,944	16,020	19,723	273,144	26,200	375,486
	1912	14,420,129	14,199,128	13,868,509	102,851	11,240	15,749	171,760	29,019	221,001
West South Central	1917	20,168,096	19,073,761	18,663,371	308,085	28,555	18,383	45,465	14,892	1,092,276
	1912	15,549,746	14,930,043	14,790,406	24,735	28,043	5,816	43,507	37,536	619,703
Mountain	1917	10,294,660	10,069,801	9,266,922	128,299	16,748	5,031	605,421	47,480	224,769
	1912	8,486,312	8,291,518	8,060,857	50,863	26,634	4,951	126,632	21,561	194,794
Pacific	1917	48,079,048	47,146,625	42,292,275	363,075	60,475	66,330	4,207,085	157,385	932,423
	1912	47,669,862	46,577,700	42,874,826	317,052	97,702	63,874	2,880,384	273,862	1,092,162
NEW ENGLAND:										
Maine	1917	3,510,034	3,443,778	3,054,673	31,026	8,243	11,486	315,411	22,927	66,256
	1912	2,722,230	2,671,870	2,458,114	16,040	5,697	11,494	159,704	20,821	51,360
New Hampshire	1917	1,250,769	1,234,509	1,191,309	3,136	1,502	2,821	34,040	1,701	16,260
	1912	1,246,184	1,231,926	1,201,565	2,022	6,011	2,578	18,457	1,293	14,258
Vermont	1917	596,983	586,088	486,573	15,483	810	2,570	77,335	3,317	10,895
	1912	490,360	484,663	423,348	6,390	973	2,717	50,590	445	5,697
Massachusetts	1917	44,833,877	43,733,448	42,441,894	322,027	108,912	43,029	795,747	21,839	1,100,429
	1912	36,672,290	35,744,786	35,145,740	267,425	130,204	73,328	91,114	36,975	927,504
Rhode Island and Connecticut	1917	18,207,428	17,897,869	16,769,081	98,568	45,156	7,310	964,559	13,245	309,559
	1912	14,308,385	13,996,897	13,291,764	112,102	51,127	15,001	506,781	20,122	311,488
MIDDLE ATLANTIC:										
New York	1917	137,476,991	130,380,205	128,286,241	490,276	72,558	40,289	1,255,430	235,411	7,096,786
	1912	117,822,722	112,301,108	110,699,385	372,851	99,161	73,482	866,584	189,195	5,521,614
New Jersey	1917	22,204,776	21,669,062	21,560,220	20,985	50,857	13,638	18,473	4,839	535,714
	1912	18,081,276	17,747,541	17,615,561	13,387	49,715	12,169	40,501	15,208	333,735
Pennsylvania	1917	70,673,008	69,331,069	67,726,316	504,950	89,570	43,052	933,190	33,991	1,341,939
	1912	54,786,071	53,598,671	52,318,207	321,184	103,599	81,512	499,989	269,180	1,192,400
EAST NORTH CENTRAL:										
Ohio	1917	47,369,242	45,690,604	42,630,739	941,769	79,660	77,915	1,899,161	71,360	1,678,638
	1912	35,711,842	35,120,522	32,672,145	753,955	100,841	72,415	1,237,699	283,467	591,320
Indiana	1917	17,127,101	16,242,520	14,679,210	454,790	26,564	6,869	1,085,286	39,771	884,581
	1912	14,592,564	14,052,261	12,795,929	407,609	31,308	5,348	734,222	77,850	540,303
Illinois	1917	63,953,123	61,861,297	59,940,838	311,828	138,667	65,477	1,291,251	113,236	2,091,826
	1912	53,183,125	51,297,589	49,815,164	289,834	102,530	67,602	721,963	300,496	1,885,536
Michigan	1917	25,275,832	24,809,666	23,024,986	309,154	75,943	27,183	1,345,086	27,364	465,166
	1912	17,233,717	17,016,992	15,876,873	226,086	58,883	23,428	773,326	56,446	216,725
Wisconsin	1917	8,366,664	8,262,761	8,055,131	118,191	30,335	4,414	46,341	8,349	103,903
	1912	7,320,758	7,119,748	6,967,442	80,459	31,159	4,069	25,333	11,286	201,010
WEST NORTH CENTRAL:										
Minnesota	1917	12,375,143	12,301,032	12,188,534	36,300	8,657	5,412	58,626	3,503	74,111
	1912	9,553,162	9,477,206	9,420,572	28,587	6,227	4,442	12,828	4,550	75,956
Iowa	1917	8,430,507	7,575,661	6,137,678	65,025	11,898	16,552	1,269,703	74,805	854,846
	1912	6,160,598	5,959,210	5,259,416	42,327	4,578	17,691	562,236	72,762	201,333
Missouri	1917	23,584,436	23,332,559	23,001,128	46,708	31,814	45,774	205,392	1,748	251,927
	1912	21,000,044	20,308,924	20,215,633	29,446	18,008	74,476	55,866	1,000	606,120
North Dakota and South Dakota	1917	266,282	262,717	245,449	.....	20	805	10,175	6,268	3,565
	1912	238,587	234,383	221,590	.....	47	150	12,596	.....	4,204
Nebraska	1917	4,212,457	3,830,278	3,784,449	6,789	2,792	26,518	842	8,886	383,179
	1912	3,572,062	3,334,753	3,277,008	8,996	2,483	27,512	.....	18,754	237,309
Kansas	1917	3,895,079	3,826,905	3,180,598	74,231	6,480	3,331	260,197	11,068	69,174
	1912	2,616,146	2,596,344	2,459,743	21,673	9,496	2,826	84,249	17,657	20,802

TABLE 155.—RAILWAY OPERATING REVENUES, BY GEOGRAPHIC DIVISIONS AND STATES: 1917 AND 1912; HAWAII AND PORTO RICO: 1917—Continued.

DIVISION AND STATE.	Census year.	Total.	FROM TRANSPORTATION.							From other railway operations.
			Total.	Passenger revenue.	Baggage, express, and milk revenue.	Parlor, sleeping, dining, and special car revenue.	Mail revenue.	Freight revenue.	Miscellaneous transportation revenue.	
SOUTH ATLANTIC:										
Delaware, Maryland, and District of Columbia	1917	$20,119,262	$19,670,002	$19,224,728	$50,855	$24,751	$40,681	$286,919	$42,068	$449,260
	1912	16,218,891	15,775,248	15,480,227	52,300	36,621	43,607	150,108	12,385	443,643
Virginia	1917	6,444,415	6,391,035	6,078,085	46,252	7,747	8,988	238,434	11,529	53,380
	1912	4,818,032	4,742,483	4,531,942	23,913	7,979	6,190	160,429	12,030	75,549
West Virginia	1917	4,998,377	4,804,258	4,502,113	150,884	4,947	6,223	123,779	16,312	194,119
	1912	3,248,163	3,181,763	3,034,495	65,032	3,371	3,719	69,157	5,989	66,400
North Carolina	1917	1,348,010	1,339,955	1,323,415	1,267	1,768	1,198	10,109	2,198	8,055
	1912	1,288,448	1,266,911	1,176,841	4,665	652	1,009	62,979	20,765	21,537
South Carolina	1917	2,772,841	2,678,474	1,749,600	7,544	257	913	898,247	21,913	94,367
	1912	971,880	963,857	928,847	602	278	2,682	31,416	32	8,023
Georgia	1917	5,060,481	4,969,441	4,893,188	18,021	4,194	2,055	37,470	14,513	91,040
	1912	4,612,935	4,490,138	4,394,781	40,038	10,379	2,200	34,355	8,385	122,797
Florida	1917	1,683,350	1,659,014	1,623,869	157	2,056	678	24,236	8,018	24,336
	1912	1,398,616	1,391,590	1,374,257	3,153	1,584	903	11,351	342	7,026
EAST SOUTH CENTRAL:										
Kentucky	1917	6,319,418	6,051,868	5,894,776	27,608	3,314	3,876	121,832	462	267,550
	1912	5,919,344	5,740,328	5,592,234	96,864	3,815	3,134	40,996	3,285	179,016
Tennessee	1917	5,386,465	5,318,234	5,216,869	14,770	6,850	10,963	53,120	15,662	68,231
	1912	4,752,198	4,729,510	4,664,550	1,932	1,813	9,380	34,082	17,753	22,688
Alabama	1917	3,559,064	3,524,112	3,425,215	2,566	4,986	4,599	82,382	4,364	34,952
	1912	3,122,280	3,107,694	3,004,002	4,055	5,612	3,060	83,406	7,559	14,586
Mississippi	1917	617,527	612,774	590,097	.....	870	285	15,810	5,712	4,753
	1912	626,307	621,596	607,723	.....	.....	175	13,276	422	4,711
WEST SOUTH CENTRAL:										
Arkansas	1917	1,298,744	1,287,396	1,279,156	182	1,367	240	5,602	849	11,348
	1912	1,206,524	1,194,265	1,183,389	.....	3,020	240	2,812	4,804	12,259
Louisiana	1917	5,882,095	5,350,373	5,334,422	5,217	4,705	649	1,928	3,452	531,722
	1912	5,133,782	4,738,796	4,725,416	432	5,054	1,454	2,122	4,318	394,986
Oklahoma	1917	2,090,337	2,009,871	1,900,213	60,047	1,795	1,124	37,613	9,079	80,466
	1912	1,317,529	1,302,418	1,253,482	7,576	1,403	1,076	31,487	7,394	15,111
Texas	1917	10,894,860	10,426,121	10,149,580	237,639	20,698	16,370	322	1,512	468,739
	1912	7,891,911	7,694,564	7,628,119	16,727	18,566	3,046	7,086	21,020	197,347
MOUNTAIN:										
Montana	1917	1,178,755	1,172,893	1,150,401	1,988	315	.....	543	19,646	5,862
	1912	808,557	802,441	800,150	.....	.....	.....	1,516	775	6,116
Colorado	1917	4,728,732	4,576,480	4,408,755	9,390	12,736	2,120	121,607	21,872	152,252
	1912	4,784,015	4,617,746	4,521,013	10,486	22,273	2,144	47,915	13,915	166,269
Idaho and Wyoming	1917	521,988	508,590	423,940	20,761	1,535	1,424	59,234	1,696	13,398
	1912	512,953	503,935	450,913	15,522	.....	1,196	33,982	2,322	9,018
Nevada and Utah	1917	3,418,967	3,367,972	2,844,485	93,728	1,985	1,287	423,152	3,335	50,995
	1912	2,092,010	2,083,421	2,007,339	24,380	4,181	1,361	42,221	3,939	8,589
New Mexico and Arizona	1917	446,218	443,956	439,341	2,422	177	200	885	931	2,262
	1912	288,777	283,975	281,442	495	180	250	998	610	4,802
PACIFIC:										
Washington	1917	9,109,642	8,896,786	8,133,744	73,065	24,216	15,584	630,350	19,827	212,856
	1912	8,266,382	8,085,516	7,282,685	51,753	33,001	19,842	677,472	20,763	180,866
Oregon	1917	4,999,601	4,904,581	4,231,628	47,464	14,464	10,250	561,964	38,811	95,020
	1912	5,322,901	5,197,688	4,578,419	57,398	14,322	6,744	511,634	29,171	125,213
California	1917	33,969,805	33,345,258	29,926,903	242,546	21,795	40,496	3,014,771	98,747	624,547
	1912	34,080,579	33,294,496	31,013,722	207,901	50,379	37,288	1,661,278	323,928	786,083
Hawaii and Porto Rico	1917	1,059,986	1,058,069	1,032,015	233	1,559	896	23,366	.....	1,917

TABLE 156.—REVENUE FROM RAILWAY OPERATIONS OTHER THAN TRANSPORTATION AND FROM AUXILIARY OPERATIONS: 1917.

DIVISION AND STATE.	RAILWAY REVENUES OTHER THAN TRANSPORTATION.				AUXILIARY REVENUES.					
						Light and power department.				
	Total.	Rent of tracks, equipment, and other railway properties and facilities.	Power revenue.[1]	Other railway operating revenues.	Aggregate.	Total.	Electric service.[1]	Profit on merchandise sales.	Income from other sources of light and power department.	Other auxiliary operations.
UNITED STATES	$20,869,334	$7,413,335	$6,710,099	$6,745,900	$59,675,286	$54,348,875	$52,919,886	$433,446	$995,543	$5,326,411
NEW ENGLAND	1,503,399	479,100	295,872	728,427	1,965,324	1,908,220	1,741,583	2,110	164,527	57,104
Maine	66,256	34,421	11,215	20,620	1,271,187	1,218,785	1,057,087	1,717	159,981	52,402
New Hampshire	16,260	4,066	1,939	10,255	.....	.....	.....	.....	.....	.....
Vermont	10,895	1,284	5,660	3,951	229,586	224,884	224,491	393	.....	4,702
Massachusetts	1,100,429	330,326	177,279	592,824	405,239	405,239	401,004	.....	4,235	.....
Rhode Island and Connecticut	309,559	109,003	99,779	100,777	59,312	59,312	59,001	.....	311	.....
MIDDLE ATLANTIC	8,974,439	2,606,806	3,285,058	3,082,575	3,844,737	1,782,519	1,735,759	5,284	41,476	2,062,218
New York	7,096,786	1,993,723	2,868,928	2,234,135	2,903,653	1,124,142	1,077,622	5,284	41,236	1,779,511
New Jersey	535,714	302,340	42,313	191,061	59,305	.....	.....	.....	.....	59,305
Pennsylvania	1,341,939	310,743	373,817	657,379	881,779	658,377	658,137	.....	240	223,402
EAST NORTH CENTRAL	5,225,114	2,315,446	1,334,699	1,574,969	6,779,782	16,048,719	15,678,303	165,368	205,048	731,063
Ohio	1,678,638	686,106	537,346	455,186	10,439,915	9,883,282	9,653,100	81,377	148,805	556,633
Indiana	884,581	625,573	145,119	113,889	2,401,910	2,367,151	2,308,505	25,551	33,095	34,759
Illinois	2,091,826	685,353	639,571	766,902	2,560,711	2,560,711	2,510,634	42,259	7,818	.....
Michigan	466,166	271,217	2,861	192,088	473,271	333,600	323,720	.....	9,880	139,671
Wisconsin	103,903	47,197	9,802	46,904	903,975	903,975	882,344	16,181	5,450	.....
WEST NORTH CENTRAL	1,626,872	842,095	367,406	417,371	5,387,434	5,024,005	4,775,670	38,151	210,184	363,429
Minnesota	74,111	8,773	1,831	63,507	.....	.....	.....	.....	.....	.....
Iowa	854,846	664,691	135,527	54,628	2,811,659	2,564,493	2,352,454	27,419	184,620	247,166
Missouri	251,927	83,229	18,438	150,260	1,763,233	1,646,970	1,646,970	.....	.....	116,263
North Dakota and South Dakota	3,635	2,576	49	1,010	.....	.....	.....	.....	.....	.....
Nebraska	383,179	55,238	195,982	131,959	279,810	279,810	273,499	6,269	42	.....
Kansas	59,174	27,588	15,579	16,007	532,732	532,732	502,747	4,463	25,522	.....
SOUTH ATLANTIC	914,557	157,327	460,264	296,966	14,109,938	13,395,505	13,093,833	68,635	233,037	714,433
Delaware, Maryland, and District of Columbia	449,260	32,509	296,899	119,852	1,170,588	1,137,531	1,107,001	24,869	5,661	33,057
Virginia	53,380	25,097	11,942	16,341	3,648,872	3,325,088	3,294,978	13,695	16,415	323,784
West Virginia	194,119	22,104	150,259	21,756	926,070	568,478	563,019	2,379	3,080	357,592
North Carolina	8,055	4,759	1,082	2,214	1,524,981	1,524,981	1,510,424	12,193	2,364	.....
South Carolina	94,367	4,650	92	89,625	993,792	993,792	988,747	.....	5,045	.....
Georgia	91,040	53,051	.....	37,989	5,066,031	5,066,031	4,880,551	7,375	198,105	.....
Florida	24,336	15,157	.....	9,179	759,604	759,604	749,113	8,124	2,367	.....
EAST SOUTH CENTRAL	375,486	105,128	168,483	101,875	4,764,395	4,111,133	4,025,569	45,321	40,243	653,262
Kentucky	267,550	50,893	153,411	63,246	.....	.....	.....	.....	.....	.....
Tennessee	68,231	35,077	5,609	27,545	2,132,199	2,132,199	2,068,122	34,316	29,761	.....
Alabama	34,952	18,696	9,463	6,793	2,048,681	1,395,419	1,393,033	2,386	.....	653,262
Mississippi	4,753	462	.....	4,291	583,515	583,515	564,414	8,619	10,482	.....
WEST SOUTH CENTRAL	1,092,275	333,680	642,306	116,289	2,881,966	2,829,010	2,782,420	21,164	25,426	52,956
Arkansas	11,348	4,097	.....	7,251	658,187	658,187	653,592	3,475	1,120	.....
Louisiana	531,722	27,300	495,336	9,086	236,731	198,520	196,462	1,668	390	38,211
Oklahoma	80,466	57,018	981	22,467	110,688	110,688	110,688	.....	.....	.....
Texas	468,739	245,265	145,989	77,485	1,876,360	1,861,615	1,821,678	16,021	23,916	14,745
MOUNTAIN	224,769	119,084	37,263	68,422	1,520,467	1,520,467	1,493,270	14,249	12,948	.....
Montana	5,862	.....	235	5,627	322,628	322,628	319,436	3,153	39	.....
Colorado	152,252	80,425	37,000	34,827	1,051,044	1,051,044	1,035,135	11,096	4,813	.....
Idaho and Wyoming	13,398	10,969	.....	2,429	.....	.....	.....	.....	.....	.....
Utah and Nevada	50,995	27,569	28	23,398	.....	.....	.....	.....	.....	.....
New Mexico and Arizona	2,262	21	.....	2,241	146,795	146,795	138,699	.....	8,096	.....
PACIFIC	932,423	454,669	118,748	359,006	8,421,243	7,729,297	7,593,479	73,164	62,654	691,946
Washington	212,856	154,080	10,995	47,781	6,305,468	5,665,456	5,545,762	63,163	56,531	640,012
Oregon	95,020	42,799	136	52,085	2,102,832	2,063,841	2,047,717	10,001	6,123	38,991
California	624,547	257,790	107,617	259,140	12,943	.....	.....	.....	.....	12,943
Hawaii and Porto Rico	1,917	1,473	.....	444	107,728	107,728	106,656	706	366	.....

[1] See Table 154 for total light, heat, and power revenue, comprising power revenue from railway operations and revenue from electric service of light, heat, and power department.

TABLE 157.—OPERATING EXPENSES, BY GEOGRAPHIC DIVISIONS AND STATES: 1917, 1912, AND 1907; HAWAII AND PORTO RICO: 1917 AND 1907.

DIVISION AND STATE.	Census year.	Number of operating companies.	Total operating expenses.	RAILWAY OPERATING EXPENSES.						Auxiliary operations—expenses.
				Way and structures.	Equipment.	Power.	Conducting transportation.[1]	Traffic.	General and miscellaneous.[2]	
UNITED STATES	1917	943	$452,594,654	$55,470,419	$48,981,554	$76,958,461	$174,972,645	$2,301,817	$62,565,942	$31,343,816
	1912	975	332,806,356	44,270,582	38,717,202	53,598,922	129,204,515	2,606,057	50,303,256	14,195,822
	1907	[3] 939	251,309,252	28,520,925	31,435,810	43,972,669	97,122,681	1,730,851	42,307,443	6,168,873
GEOGRAPHIC DIVISIONS:										
New England	1917	86	53,003,099	6,962,655	6,209,963	10,293,394	21,237,625	157,804	7,254,195	897,473
	1912	91	37,316,197	5,439,987	4,721,115	5,916,988	14,788,596	273,873	5,696,306	479,332
	1907	118	31,471,822	4,096,186	3,888,876	5,492,244	12,098,680	349,393	4,925,813	620,630
Middle Atlantic	1917	241	140,318,521	19,332,355	16,761,299	24,966,513	56,637,888	426,982	20,288,959	1,914,525
	1912	246	108,656,704	15,009,172	13,762,564	17,722,910	43,452,372	514,806	17,433,051	761,829
	1907	247	84,837,741	9,675,264	11,281,813	14,265,693	34,295,400	274,020	14,700,635	344,916
East North Central	1917	223	115,734,439	12,842,168	11,885,003	20,336,330	45,018,600	627,297	14,784,243	10,270,798
	1912	222	78,747,118	9,317,313	8,380,189	14,117,429	31,760,691	543,599	11,229,991	3,397,906
	1907	220	60,170,744	6,610,803	7,130,860	11,205,813	22,910,169	293,608	10,577,744	1,441,757
West North Central	1917	83	38,292,909	5,180,196	4,236,902	6,193,800	13,378,645	229,039	5,476,293	3,597,944
	1912	85	27,363,397	4,325,481	3,447,463	4,488,639	9,831,209	194,603	4,095,547	980,455
	1907	73	18,204,188	1,675,071	2,089,896	3,371,743	7,308,159	182,300	3,276,627	300,392
South Atlantic	1917	94	32,148,429	3,106,366	2,728,296	4,190,041	10,804,297	174,991	4,334,447	6,809,991
	1912	107	21,591,731	2,438,303	1,871,420	2,719,108	7,625,818	222,296	3,234,527	3,480,299
	1907	100	16,280,864	1,587,851	1,631,473	3,069,854	5,551,730	172,122	2,661,851	1,605,983
East South Central	1917	49	12,537,999	1,243,738	979,212	1,663,981	4,308,956	64,279	1,982,841	2,299,992
	1912	45	9,867,378	1,208,149	1,095,679	1,349,824	3,338,731	59,930	1,865,320	949,745
	1907	40	8,070,391	841,792	792,400	1,403,020	2,713,755	75,842	1,599,429	654,153
West South Central	1917	68	13,927,537	1,235,600	1,146,556	2,504,739	5,067,762	114,706	2,355,527	1,412,647
	1912	79	10,390,837	1,080,068	1,072,927	1,724,195	3,767,466	116,997	1,815,380	813,834
	1907	50	6,816,880	670,030	772,135	1,292,528	2,457,370	114,562	1,105,341	404,914
Mountain	1917	39	7,489,797	1,021,246	827,206	1,141,660	2,690,826	132,379	1,006,626	670,482
	1912	40	6,426,225	666,390	589,929	972,971	2,190,999	97,272	778,776	1,159,888
	1907	28	4,099,483	518,000	802,398	724,804	1,519,606	78,493	568,971	160,036
Pacific	1917	60	39,141,924	4,586,005	4,207,125	5,867,913	15,833,046	374,340	5,053,411	3,469,994
	1912	60	32,536,769	4,785,719	3,805,916	4,586,858	12,448,633	582,681	4,154,398	2,172,574
	1907	63	21,357,139	2,845,838	3,395,974	3,154,970	8,257,722	190,511	2,876,032	636,092
NEW ENGLAND:										
Maine	1917	16	3,120,221	415,326	331,632	395,081	1,026,889	31,682	418,136	501,475
	1912	16	2,002,617	237,667	212,660	299,898	668,608	26,871	251,089	305,758
	1907	17	1,480,544	202,998	176,594	307,076	505,339	31,438	215,231	[4] 41,808
New Hampshire	1917	13	909,087	150,452	115,488	276,569	328,322	12,562	113,694	.....
	1912	13	987,934	159,640	131,208	248,159	304,029	15,737	129,166	.....
	1907	16	896,862	122,072	91,367	213,171	261,215	29,806	175,300	2,931
Vermont	1917	9	599,446	89,144	62,897	89,760	155,661	2,222	89,979	109,783
	1912	9	345,208	53,114	40,473	42,223	105,668	7,208	52,620	43,962
	1907	10	313,845	49,827	37,516	67,087	100,594	5,708	53,113	.....
Massachusetts	1917	39	34,097,107	4,078,155	4,275,586	6,115,766	14,419,677	95,777	4,865,122	247,024
	1912	43	24,889,596	3,605,302	3,166,232	3,729,176	10,151,601	175,758	4,002,900	58,627
	1907	62	21,179,642	2,521,961	2,685,626	3,689,680	8,514,520	184,255	3,530,122	54,078
Rhode Island and Connecticut	1917	9	14,187,238	2,219,578	1,424,350	3,414,218	5,307,076	15,561	1,767,264	39,191
	1912	10	9,090,782	1,384,264	1,170,557	1,597,542	3,558,600	48,299	1,260,531	70,989
	1907	13	7,601,929	1,199,358	898,373	1,215,230	2,717,012	98,186	952,047	521,723
MIDDLE ATLANTIC:										
New York	1917	100	83,360,232	11,461,342	10,385,231	13,330,052	33,820,881	227,826	12,783,330	1,342,570
	1912	101	66,401,113	8,993,656	9,261,256	10,741,457	26,003,520	256,165	10,634,262	510,797
	1907	101	50,928,855	5,453,039	7,068,741	8,556,144	20,514,477	134,684	8,970,125	231,645
New Jersey	1917	22	13,436,048	1,838,084	1,629,152	2,555,937	5,514,491	15,149	1,835,052	48,153
	1912	24	10,552,653	1,687,625	1,128,576	1,717,721	4,237,105	26,049	1,602,690	152,887
	1907	24	7,905,138	604,494	1,229,375	1,635,249	2,952,988	15,561	1,432,536	2,523
Pennsylvania	1917	119	43,522,241	6,032,929	4,746,916	9,061,524	17,302,516	194,007	5,670,577	523,772
	1912	121	31,702,938	4,327,891	3,372,732	5,263,732	13,211,747	222,592	5,196,099	98,145
	1907	122	26,003,748	3,617,731	2,983,697	4,074,300	10,798,235	120,775	4,297,974	111,036
EAST NORTH CENTRAL:										
Ohio	1917	74	40,163,453	4,379,554	3,889,304	7,075,384	12,784,085	128,571	5,094,764	6,881,791
	1912	75	24,543,632	3,355,364	2,864,989	3,832,877	9,310,072	170,308	3,142,434	1,867,589
	1907	73	18,479,609	2,198,337	2,486,726	3,411,273	6,573,201	61,245	2,894,831	633,996
Indiana	1917	32	12,717,072	1,851,219	1,200,058	2,594,979	3,793,708	76,564	1,893,296	1,287,248
	1912	34	9,132,539	1,462,250	1,053,651	1,657,443	2,893,334	100,915	1,549,092	375,854
	1907	33	6,308,152	667,792	763,453	1,291,281	2,036,427	56,508	1,332,106	160,581
Illinois	1917	75	38,748,349	3,315,946	4,024,967	6,797,276	13,169,716	244,646	4,789,508	1,438,282
	1912	67	29,822,058	2,417,297	2,736,456	6,142,243	12,405,726	128,427	4,332,194	658,715
	1907	70	26,597,996	2,755,147	2,807,087	4,744,442	10,168,621	113,802	4,907,847	101,059
Michigan	1917	21	18,331,369	2,612,926	2,198,687	2,914,774	7,808,774	162,391	2,349,879	253,838
	1912	22	11,142,975	1,703,639	1,305,649	1,676,473	4,460,614	121,136	1,609,237	266,227
	1907	24	6,549,919	722,055	770,541	1,239,521	2,680,623	82,485	973,936	120,738
Wisconsin	1917	21	5,774,296	622,523	571,987	953,917	2,462,317	15,125	756,798	391,639
	1912	24	4,105,913	378,763	409,444	778,393	1,669,945	22,813	597,044	239,511
	1907	20	3,235,068	277,472	303,044	539,296	1,151,397	9,573	539,024	435,362
WEST NORTH CENTRAL:										
Minnesota	1917	10	7,905,772	1,239,746	934,402	1,098,601	3,384,269	61,337	1,007,417	.....
	1912	9	5,882,755	835,832	804,899	853,461	2,354,710	43,115	899,470	91,268
	1907	5	3,594,346	259,326	321,462	598,449	1,562,233	58,852	680,916	43,105
Iowa	1917	22	7,208,711	655,929	691,648	955,675	2,153,987	85,408	981,821	1,654,243
	1912	24	4,520,635	422,491	344,721	742,672	1,602,028	76,926	720,298	681,391
	1907	24	2,826,959	235,789	240,922	601,440	1,005,877	54,145	494,881	224,225
Missouri	1917	20	17,369,551	2,615,246	2,087,571	2,995,680	5,795,408	44,779	2,586,333	1,334,169
	1912	19	13,070,500	2,589,658	1,833,333	2,201,257	4,415,511	28,063	1,912,342	93,388
	1907	14	9,680,226	963,887	1,326,580	1,759,902	3,522,168	36,129	1,751,751	28,389

[1] Includes superintendence of power in 1912 and 1907.
[2] Credit for "Transportation for investment," 1917 ($172,323), charged to this account.
[3] Exclusive of 6 companies which failed to furnish this information.

TABLE 157.—OPERATING EXPENSES, BY GEOGRAPHIC DIVISIONS AND STATES: 1917, 1912, AND 1907; HAWAII AND PORTO RICO: 1917 AND 1907—Continued.

DIVISION AND STATE.	Census year.	Number of operating companies.	Total operating expenses.	RAILWAY OPERATING EXPENSES.						Auxiliary operations—expenses.
				Way and structures.	Equipment.	Power.	Conducting transportation.[1]	Traffic.	General and miscellaneous.[2]	
WEST NORTH CENTRAL—Continued.										
North Dakota and South Dakota	1917	6	$204,919	$21,212	$20,828	$47,893	$80,961	$579	$33,426	.....
	1912	5	162,123	8,455	11,984	39,231	68,030	340	34,082	.....
	1907	5	72,412	6,536	5,102	16,788	31,433	624	11,629	.....
Nebraska	1917	6	2,913,696	326,869	272,091	587,649	1,040,641	4,374	456,334	$215,738
	1912	7	2,021,647	297,362	263,665	298,732	820,424	18,254	273,888	49,322
	1907	8	1,325,038	137,882	116,896	206,558	604,324	15,927	243,449	.....
Kansas	1917	19	2,690,260	321,194	280,362	518,012	743,364	22,562	410,963	308,803
	1912	21	1,706,737	171,684	188,861	353,286	570,506	27,905	245,469	148,026
	1907	17	775,207	81,351	78,932	188,606	281,124	16,623	124,321	4,250
SOUTH ATLANTIC:										
Delaware, Maryland, and District of Columbia	1917	19	12,496,579	1,438,502	1,421,119	1,880,068	5,198,789	55,931	1,741,434	760,736
	1912	25	8,718,499	1,200,298	948,261	1,245,968	3,704,656	85,178	1,345,347	188,791
	1907	23	6,460,116	551,059	774,272	1,285,138	2,688,263	32,489	1,128,895	.....
Virginia	1917	16	5,415,049	474,735	444,031	588,444	1,702,737	31,676	717,621	1,455,805
	1912	18	3,875,733	469,840	326,797	278,816	1,199,562	47,102	609,650	943,966
	1907	22	3,261,570	332,253	265,926	604,360	934,283	52,828	503,914	568,006
West Virginia	1917	19	3,360,297	490,284	267,423	616,618	1,062,396	5,813	504,088	413,675
	1912	21	1,910,770	285,011	170,371	292,623	666,582	19,437	310,648	166,098
	1907	15	1,540,395	282,940	129,769	298,751	531,310	16,193	218,444	62,988
North Carolina	1917	12	1,714,998	90,578	72,117	178,670	421,205	24,629	194,202	738,975
	1912	13	1,416,802	81,519	87,666	258,389	319,062	32,363	160,818	477,025
	1907	11	743,357	80,678	56,874	170,665	171,312	20,291	118,034	155,803
South Carolina	1917	7	2,296,500	221,256	178,174	273,734	601,490	36,410	418,530	556,906
	1912	6	914,391	48,358	42,179	186,513	286,203	4,540	115,879	230,719
	1907	7	762,853	86,082	98,407	185,399	210,253	19,994	138,281	22,467
Georgia	1917	13	5,457,899	301,447	232,651	508,521	1,332,894	12,948	532,019	2,572,431
	1912	14	3,600,445	275,189	197,826	346,202	1,067,936	30,904	496,157	1,186,297
	1907	12	2,555,713	226,838	208,733	371,724	767,792	34,121	403,788	552,710
Florida	1917	8	1,387,107	89,564	112,781	148,986	484,786	7,884	226,553	316,853
	1912	10	1,155,091	78,068	98,320	110,626	261,827	3,772	197,028	285,430
	1907	10	956,860	86,081	97,492	143,817	288,517	6,206	150,495	244,302
EAST SOUTH CENTRAL:										
Kentucky	1917	11	3,789,486	534,674	350,826	649,284	1,586,559	12,975	685,148	.....
	1912	10	3,556,537	632,648	380,750	492,244	1,311,880	10,240	728,675	.....
	1907	12	2,825,497	407,510	266,893	378,188	1,085,262	15,273	608,279	64,092
Tennessee	1917	14	4,594,774	386,709	318,186	531,592	1,570,586	22,736	855,134	899,831
	1912	12	3,257,823	264,092	344,875	367,489	1,089,353	32,986	657,769	501,259
	1907	9	2,434,262	137,639	241,226	434,437	867,704	23,386	474,108	255,754
Alabama	1917	13	3,263,733	255,301	241,241	381,172	999,131	17,087	365,482	1,004,319
	1912	11	2,401,182	268,665	305,872	386,742	762,894	16,007	410,519	248,453
	1907	10	2,276,100	230,454	227,241	408,489	630,859	34,095	415,645	334,307
Mississippi	1917	11	890,006	67,054	68,949	101,983	177,670	1,481	77,077	395,842
	1912	12	651,886	52,744	64,182	101,349	174,604	507	58,357	200,083
	1907	8	534,542	66,189	57,040	186,905	129,920	3,088	91,399	.....
WEST SOUTH CENTRAL:										
Arkansas	1917	10	1,079,559	67,903	106,318	121,767	326,245	14,432	141,108	301,796
	1912	10	1,001,342	56,212	106,846	118,376	320,006	11,668	129,881	258,353
	1907	8	653,262	40,520	62,408	113,805	208,157	16,902	107,634	133,852
Louisiana	1917	11	3,855,597	385,534	362,692	1,081,716	1,502,827	20,556	494,402	128,870
	1912	13	3,232,460	404,428	387,382	641,391	1,348,574	44,040	240,499	157,146
	1907	11	2,682,481	281,361	380,784	486,384	1,104,046	63,913	266,443	69,550
Oklahoma	1917	15	1,321,675	136,272	146,380	240,728	484,853	11,802	246,348	55,292
	1912	17	970,447	95,682	86,924	180,633	352,635	5,903	179,516	69,154
	1907	8	357,917	40,004	35,756	87,434	138,579	3,142	52,912	.....
Texas	1917	32	7,670,696	645,891	530,166	1,200,526	2,753,837	67,916	1,543,669	928,689
	1912	39	5,186,588	528,746	491,775	783,795	1,746,251	55,386	1,256,454	329,151
	1907	28	3,093,220	308,046	293,192	604,905	1,006,588	30,605	648,352	201,552
MOUNTAIN:										
Montana	1917	6	1,111,411	163,393	99,346	163,210	359,180	59,470	116,529	150,283
	1912	6	770,586	73,278	62,221	76,967	292,372	53,715	117,265	94,768
	1907	5	551,983	56,905	55,058	58,182	219,510	47,594	70,356	44,328
Colorado	1917	15	3,404,817	377,295	378,288	446,502	1,280,584	39,527	457,658	429,954
	1912	16	3,264,753	322,278	290,471	519,643	1,185,592	32,981	450,132	463,656
	1907	11	2,099,421	191,227	258,731	354,025	856,193	23,298	339,814	76,128
Idaho and Wyoming	1917	6	375,858	60,851	27,546	90,679	142,826	3,505	50,451	.....
	1912	5	368,697	44,548	32,082	100,781	126,774	3,177	59,335	.....
Nevada and Utah	1917	6	2,141,169	261,969	263,152	375,226	777,442	26,385	335,005	.....
	1912	7	1,729,202	173,964	130,604	216,735	806,775	5,827	124,232	559,055
New Mexico and Arizona	1917	6	456,542	57,748	63,878	66,042	130,794	1,492	46,383	90,205
	1912	6	292,987	52,322	44,551	56,845	75,498	1,572	27,812	32,369
All other Mountain states[3]	1907	12	1,448,129	269,958	188,604	314,597	443,998	7,606	183,801	39,570
PACIFIC:										
Washington	1917	20	9,318,781	1,045,508	883,208	730,063	2,782,306	67,580	1,115,538	2,694,495
	1912	19	7,116,196	820,808	749,264	621,560	2,205,452	54,347	1,107,484	1,557,279
	1907	14	5,140,501	504,539	546,378	595,131	1,852,701	32,765	968,986	621,028
Oregon	1917	8	4,240,891	490,673	469,524	280,628	1,735,012	40,708	485,178	739,168
	1912	6	3,736,259	374,669	380,443	259,076	1,457,617	47,977	601,152	615,296
	1907	8	1,635,271	183,500	201,920	169,846	808,398	6,517	273,060	.....
California	1917	32	25,552,252	3,049,919	2,854,305	4,597,222	11,315,638	266,052	3,482,695	16,331
	1912	35	21,654,312	3,590,217	2,676,209	3,706,213	8,785,854	480,357	2,445,752	.....
	1907	41	14,578,367	2,157,799	2,647,661	2,389,993	5,601,623	160,239	1,605,976	15,066
Hawaii and Porto Rico	1917	4	684,054	70,463	64,808	77,345	277,436	9,768	129,275	54,984
	1907	4	418,432	32,612	34,513	78,958	139,059	4,748	70,658	67,894

[1] Includes superintendence of power in 1912 and 1907.
[2] Credit for "Transportation for investment," 1917 ($172,323), charged to this account.
[3] Includes states as follows: Arizona, 4; Idaho, 2; Nevada, 1; New Mexico, 2; Utah, 3.

TABLE 158.—OPERATING EXPENSES, BY PRIMARY ACCOUNTS, BY GEOGRAPHIC

	Division and state.	Number of companies.	Operating expenses.			Way and structures.						
			Total.	Railway.	Auxiliary.	Total.	Superintendence of way and structures.	Maintenance of way.	Maintenance of electric lines.	Buildings, fixtures, and grounds.	Depreciation of way and structures.	Other operations.
1	UNITED STATES	943	$452,594,654	$421,250,838	$31,343,816	$55,754,859	$3,110,073	$35,717,257	$6,623,513	$2,912,025	$6,800,348	$591,643
	GEOGRAPHIC DIVISIONS:											
2	New England	86	53,003,099	52,105,626	897,473	6,958,154	445,993	4,958,870	962,383	363,705	223,101	4,102
3	Middle Atlantic	241	140,318,521	138,403,996	1,914,525	19,412,667	1,122,986	12,030,909	2,027,498	1,184,702	2,531,116	515,456
4	East North Central	223	115,734,439	105,463,641	10,270,798	12,845,435	666,724	9,326,665	1,672,978	714,501	459,513	5,054
5	West North Central	83	38,292,909	34,694,965	3,597,944	5,201,680	203,108	2,245,793	423,048	163,187	2,156,305	10,239
6	South Atlantic	94	32,148,429	25,338,438	6,809,991	3,201,739	199,691	1,904,182	475,114	119,815	446,273	56,664
7	East South Central	49	12,537,999	10,238,007	2,299,992	1,277,449	70,497	789,215	214,488	42,254	160,995	.....
8	West South Central	68	13,927,537	12,514,890	1,412,647	1,250,382	88,487	865,082	216,432	50,059	30,322	.....
9	Mountain	39	7,489,797	6,819,345	670,452	1,021,246	60,096	696,617	87,567	39,221	137,617	128
10	Pacific	60	39,141,924	35,671,930	3,469,994	4,586,107	252,491	2,899,924	544,005	234,581	655,106	.....
	NEW ENGLAND:											
11	Maine	16	3,120,221	2,618,746	501,475	419,350	10,800	282,240	60,231	14,957	71,122	.....
12	New Hampshire	13	999,087	999,087	.....	150,452	6,016	121,217	18,550	4,669	.....	.....
13	Vermont	9	599,446	489,663	109,783	89,274	2,933	67,181	11,351	2,660	5,136	13
14	Massachusetts	39	34,097,107	33,850,083	247,024	4,078,155	284,321	2,804,411	590,202	259,392	139,691	138
15	Rhode Island and Connecticut	9	14,187,238	14,148,047	39,191	2,220,923	141,923	1,703,821	282,049	82,027	7,152	3,951
	MIDDLE ATLANTIC:											
16	New York	100	83,360,232	82,017,662	1,342,570	11,539,698	730,657	7,063,662	1,136,995	867,697	1,300,548	420,139
17	New Jersey	22	13,436,048	13,387,865	48,183	1,840,040	141,551	1,142,786	191,710	73,364	214,373	76,256
18	Pennsylvania	119	43,522,241	42,998,469	523,772	6,082,929	250,778	3,804,461	698,793	243,641	1,016,195	19,061
	EAST NORTH CENTRAL:											
19	Ohio	74	40,163,453	33,281,662	6,881,791	4,396,396	259,019	3,196,640	626,108	137,972	172,565	4,092
20	Indiana	32	12,717,072	11,429,824	1,287,248	1,881,540	86,740	1,344,382	264,240	142,323	43,855	.....
21	Illinois	75	38,748,349	37,322,057	1,426,292	3,330,866	177,813	2,413,583	389,458	190,853	159,157	2
22	Michigan	21	18,331,269	18,047,431	283,838	2,614,110	116,423	1,938,719	314,984	216,499	26,525	960
23	Wisconsin	21	5,774,296	5,382,667	391,629	622,523	26,729	433,341	78,188	26,854	57,411	.....
	WEST NORTH CENTRAL:											
24	Minnesota	10	7,905,772	7,905,772	.....	1,239,746	33,984	471,397	59,080	30,071	640,490	4,724
25	Iowa	22	7,208,711	5,554,468	1,654,243	668,253	30,873	472,237	83,673	27,809	51,316	2,345
26	Missouri	20	17,369,551	16,035,391	1,334,160	2,615,246	89,483	987,571	199,072	88,402	1,248,870	1,848
27	North Dakota and South Dakota	6	204,919	204,919	.....	21,212	940	9,345	2,768	314	6,523	1,322
28	Nebraska	6	2,913,696	2,697,958	215,738	326,869	36,254	79,843	19,820	6,222	184,730	.....
29	Kansas	19	2,690,260	2,296,457	393,803	330,354	11,574	225,400	58,635	10,369	24,376	.....
	SOUTH ATLANTIC:											
30	Delaware, Maryland, and District of Columbia.	19	12,496,579	11,735,843	760,736	1,439,052	91,438	770,031	160,891	57,740	358,952	.....
31	Virginia	16	5,415,049	3,959,244	1,455,805	476,587	42,307	317,596	62,888	23,571	28,399	1,826
32	West Virginia	19	3,360,297	2,946,622	413,675	491,057	30,058	325,722	71,652	9,388	44,233	10,004
33	North Carolina	12	1,714,998	981,401	733,597	128,513	3,946	61,677	23,153	4,195	1,077	34,465
34	South Carolina	7	2,286,500	1,729,594	556,906	221,256	10,624	160,587	29,325	10,720	.....	10,000
35	Georgia	13	5,487,899	2,915,480	2,572,419	355,710	15,188	226,235	101,332	8,818	3,768	369
36	Florida	8	1,387,107	1,070,254	316,853	89,564	6,130	42,334	25,873	5,383	9,844	.....
	EAST SOUTH CENTRAL:											
37	Kentucky	11	3,789,486	3,789,486	.....	533,962	24,536	374,224	70,876	20,840	48,486	.....
38	Tennessee	14	4,594,774	3,694,943	899,831	405,752	35,170	230,625	75,661	11,295	53,001	.....
39	Alabama	13	3,263,733	2,259,414	1,004,319	255,301	6,431	145,492	42,335	9,215	51,828	.....
40	Mississippi	11	890,006	494,164	395,842	77,434	4,360	38,874	25,616	904	7,680	.....
	WEST SOUTH CENTRAL:											
41	Arkansas	10	1,079,569	777,773	301,796	79,601	5,874	48,916	21,775	2,325	711	.....
42	Louisiana	11	3,855,597	3,729,727	125,870	385,534	14,669	277,029	59,216	21,657	12,963	.....
43	Oklahoma	15	1,321,675	1,266,383	55,292	136,272	8,839	99,461	16,906	4,798	6,268	.....
44	Texas	32	7,670,696	6,742,007	928,689	648,975	59,105	439,676	118,535	21,279	10,380	.....
	MOUNTAIN:											
45	Montana	6	1,111,411	961,128	150,283	163,393	5,116	75,661	16,867	1,807	63,942	.....
46	Colorado	15	3,404,817	2,974,853	429,964	377,295	31,630	249,599	29,539	22,549	43,850	128
47	Idaho and Wyoming	6	375,858	375,858	.....	60,851	3,095	32,988	8,736	2,920	13,112	.....
48	Utah and Nevada	6	2,141,169	2,141,169	.....	361,959	18,755	306,276	25,960	10,968	.....	.....
49	New Mexico and Arizona	6	456,542	366,337	90,205	57,748	1,500	32,093	6,465	977	16,713	.....
	PACIFIC:											
50	Washington	20	9,318,781	6,624,286	2,694,495	1,045,515	52,495	652,093	106,711	37,368	196,848	.....
51	Oregon	8	4,240,891	3,481,723	759,168	490,673	41,732	345,618	53,788	17,075	32,460	.....
52	California	32	25,582,252	25,565,921	16,331	3,049,919	158,264	1,902,213	383,506	180,138	425,798	.....
53	Hawaii and Porto Rico	4	684,054	629,090	54,964	70,463	7,630	52,622	8,484	1,727	.....	.....

DIVISIONS AND STATES, AND HAWAII AND PORTO RICO: 1917.

WAY AND STRUCTURES—contd.		EQUIPMENT.								POWER.					
Other operations—credit.	Railway operations—net total.	Total.	Superintendence of equipment.	Maintenance of equipment.	Miscellaneous equipment expenses.	Depreciation of and retired equipment.	Other operations.	Other operations—credit.	Railway operations—net total.	Total.	Superintendence of power.	Power-plant buildings, fixtures, and grounds.	Maintenance of power equipment.	Depreciation of power-plant buildings and equipment.	
$284,440	$55,470,419	$49,485,880	$2,030,273	$35,916,696	$4,249,992	$6,836,863	$443,057	$504,326	$48,981,554	$92,352,777	$934,311	$408,321	$4,128,435	$2,276,296	1
5,499	6,962,655	6,211,537	263,668	4,779,059	438,662	728,774	1,374	1,584	6,209,953	10,766,338	126,658	74,804	689,225	363,122	2
80,312	19,332,355	16,763,308	639,044	12,909,931	1,269,608	1,614,203	330,527	2,009	16,761,299	29,489,983	214,894	45,672	710,922	510,871	3
33,257	12,812,168	12,245,134	559,202	9,135,161	1,284,432	1,253,870	12,469	360,131	11,885,003	24,267,131	208,818	105,209	1,331,760	657,807	4
21,484	5,180,196	4,269,079	138,522	2,578,859	397,340	1,150,974	3,384	32,177	4,236,902	8,293,411	82,786	64,962	422,377	376,244	5
95,373	3,106,366	2,778,193	114,360	1,786,796	198,806	610,158	68,073	49,897	2,728,296	5,489,953	54,176	32,293	213,713	62,204	6
33,711	1,243,738	994,249	62,208	709,654	141,701	80,686	.....	15,087	979,212	2,601,271	64,943	15,889	126,360	43,807	7
14,782	1,235,600	1,183,409	64,968	950,208	104,889	39,215	24,139	36,853	1,146,556	2,830,535	22,170	997	184,450	1,668	8
.....	1,021,246	833,484	36,638	540,951	70,404	185,385	106	6,276	827,208	1,409,170	13,200	5,670	39,054	26,907	9
12	4,586,095	4,207,487	160,673	2,526,076	344,155	1,173,598	2,985	362	4,207,125	7,204,985	146,666	63,124	440,574	238,654	10
4,024	415,336	333,216	8,222	214,293	22,669	86,657	1,374	1,584	331,632	532,961	5,571	3,074	27,103	65,660	11
.....	150,453	115,488	2,304	99,364	3,278	5,442	.....	.....	115,488	279,030	.....	1,538	2,754	.....	12
180	89,144	62,897	3,472	45,539	7,423	6,463	.....	.....	62,897	90,231	1,196	57	5,008	1,612	13
.....	4,078,155	4,275,586	181,478	3,341,870	307,267	444,961	.....	.....	4,275,586	6,424,168	82,832	42,867	398,331	182,963	14
1,345	2,219,578	1,424,350	68,191	1,077,993	92,935	185,231	.....	.....	1,424,350	3,439,948	37,356	26,908	231,034	102,878	15
78,386	11,461,342	10,386,470	414,086	8,412,743	813,769	883,634	157,245	1,239	10,385,231	17,384,420	145,548	35,096	372,126	46,733	16
1,956	1,838,084	1,629,922	51,737	1,177,036	124,113	103,757	173,277	770	1,629,152	2,699,463	1,326	533	14,862	.....	17
.....	6,032,929	4,746,916	173,221	3,320,150	331,728	921,812	5	.....	4,746,916	9,406,100	68,021	10,054	338,894	464,128	18
16,842	4,379,554	3,895,277	147,788	2,678,769	390,930	665,332	12,458	5,973	3,889,304	9,390,525	92,062	36,045	516,924	547,019	19
321	1,881,219	1,200,058	66,765	888,408	89,737	155,148	.....	.....	1,200,058	3,260,461	36,851	36,674	225,288	9,126	20
14,920	3,315,946	4,379,125	245,764	3,411,758	451,065	270,538	.....	354,158	4,024,967	7,265,189	46,063	15,324	439,902	43,474	21
1,184	2,612,926	2,193,687	59,512	1,763,169	254,631	121,364	11	.....	2,198,687	2,923,067	8,818	7,490	103,094	13,855	22
.....	622,523	571,987	39,373	393,057	98,069	41,488	.....	.....	571,987	1,227,889	25,024	9,676	46,552	44,333	23
.....	1,239,746	934,402	38,330	422,426	88,351	385,172	108	.....	934,402	1,102,720	20,517	3,638	17,571	112,632	24
12,324	655,929	692,011	22,342	448,847	52,927	164,614	3,281	363	891,648	1,896,345	31,412	24,174	132,633	46,310	25
.....	2,615,246	2,037,571	55,832	1,312,924	234,491	444,324	.....	.....	2,037,571	3,926,098	22,417	15,096	191,094	99,820	26
.....	21,212	20,828	1,819	13,626	422	4,961	.....	.....	20,828	47,893	200	.....	200	.....	27
.....	326,869	272,091	5,397	153,168	22,402	90,924	.....	.....	272,091	593,616	4,120	2,384	33,539	60,000	28
9,160	321,194	312,176	14,582	227,868	8,747	60,979	.....	31,814	280,362	726,739	4,119	9,670	47,350	57,482	29
550	1,438,802	1,421,669	41,042	805,395	99,126	476,106	.....	550	1,421,119	2,406,220	29,223	28,511	76,872	44,149	30
1,852	474,735	444,081	17,942	328,827	23,570	55,202	18,840	50	444,031	759,809	8,678	312	36,227	9,464	31
773	490,284	267,423	16,144	200,189	17,778	33,312	.....	.....	267,423	737,078	9,180	1,760	59,998	4,151	32
37,935	90,578	100,286	2,013	64,739	7,431	376	25,737	28,179	72,117	505,235	1,744	1,127	23,156	368	33
.....	221,266	183,174	7,685	139,279	11,818	24,392	.....	5,000	178,174	284,132	1,882	15	4,665	.....	34
54,363	301,447	248,769	19,961	177,635	31,729	10,710	8,734	16,118	232,651	643,229	3,469	567	12,795	2,993	35
.....	89,564	112,781	9,573	71,032	7,354	10,060	14,762	.....	112,781	154,260	.....	.....	.....	1,084	36
4,268	534,674	351,450	21,217	236,907	43,318	50,008	.....	614	350,836	649,284	34,771	665	29,501	.....	37
19,043	386,709	332,609	26,902	261,876	30,265	13,566	.....	14,423	318,186	919,082	12,971	3,921	45,712	27,561	38
.....	255,301	241,341	9,480	153,830	63,679	14,252	.....	.....	241,341	650,158	4,974	2,238	11,633	7,750	39
10,380	67,054	68,949	4,609	57,041	4,439	2,860	.....	.....	68,949	382,797	12,227	9,065	39,514	13,496	40
11,698	67,903	120,534	9,150	100,545	19,400	1,439	.....	24,216	106,318	297,801	2,395	54	16,182	.....	41
.....	385,534	363,692	17,506	328,425	13,543	4,010	208	.....	363,692	1,081,716	9,547	40	106,315	1,668	
.....	136,272	159,017	4,292	111,027	14,993	15,799	12,906	12,637	146,380	261,012	1,640	226	8,724	.....	43
3,084	645,891	530,166	34,010	410,211	56,963	17,967	11,025	.....	530,166	1,240,006	8,588	677	53,269	.....	44
.....	163,398	99,346	3,450	70,002	8,404	17,490	.....	.....	99,346	163,210	750	.....	263	2,354	45
.....	377,295	379,562	16,204	227,137	27,495	108,726	.....	6,276	373,286	660,510	9,000	5,024	33,272	24,553	46
.....	60,851	37,546	2,305	18,839	2,426	3,870	106	.....	37,546	90,679	.....	.....	132	.....	47
.....	361,969	263,152	13,179	178,761	30,067	41,145	.....	.....	263,152	361,935	3,450	646	5,396	.....	48
.....	57,748	63,878	1,500	46,212	2,012	14,154	.....	.....	63,878	112,536	.....	.....	.....	.....	49
12	1,045,508	833,568	34,127	635,010	58,354	153,022	2,985	362	833,206	2,034,955	79,838	54,858	307,431	127,475	50
.....	490,672	469,524	15,490	249,069	20,620	184,355	.....	.....	469,524	457,029	27,309	4,639	51,542	30,689	51
.....	3,049,919	2,854,395	111,056	1,642,007	265,181	836,151	.....	.....	2,854,395	4,683,001	39,439	3,627	81,601	80,490	52
.....	70,468	64,803	3,478	54,898	6,126	.....	301	.....	64,803	77,345	.....	.....	.....	.....	53

TABLE 158.—OPERATING EXPENSES, BY PRIMARY ACCOUNTS, BY GEOGRAPHIC

	DIVISION AND STATE.	POWER—continued.									
		Power-plant employees.	Fuel for power.	Water for power.	Other power supplies and expenses.	Substation employees.	Power purchased and exchanged.	Other operations.	Credit. Power purchased and exchanged.	Credit. Other operations.	Railway operations—net total.
1	UNITED STATES	$6,659,758	$30,167,325	$504,132	$1,475,390	$2,634,567	$42,017,775	$1,146,468	$4,259,812	$11,134,504	$76,958,461
	GEOGRAPHIC DIVISIONS:										
2	New England	1,003,407	5,514,955	142,109	184,307	238,272	2,339,848	129,920	4,013	468,931	10,208,394
3	Middle Atlantic	1,790,120	7,447,237	136,331	381,165	798,077	17,435,456	19,237	3,736,254	797,216	24,956,513
4	East North Central	1,707,514	8,935,170	73,196	465,631	687,848	9,938,196	155,982	172,564	3,758,237	20,336,330
5	West North Central	657,766	3,928,808	59,107	125,733	162,636	2,412,992	.....	56,915	2,042,606	6,193,890
6	South Atlantic	385,079	1,709,649	47,550	85,242	160,676	2,005,875	733,496	187,361	1,112,551	4,190,041
7	East South Central	182,572	895,204	7,371	38,266	45,530	1,178,908	26	49,664	887,626	1,663,981
8	West South Central	207,437	1,209,172	23,340	59,290	58,335	957,512	106,164	20,284	215,512	2,594,739
9	Mountain	96,914	318,265	8,340	21,766	44,897	834,157	.....	7,591	259,919	1,141,660
10	Pacific	628,949	208,865	6,788	113,990	438,296	4,917,436	1,643	25,166	1,591,906	5,587,913
	NEW ENGLAND:										
11	Maine	32,575	24,388	8,417	10,299	49,483	306,391	.....	.....	137,880	395,081
12	New Hampshire	12,610	13,869	6,876	3,367	1,884	236,132	.....	461	.....	278,569
13	Vermont	6,690	311	.....	6,401	416	68,542	.....	.....	471	89,760
14	Massachusetts	693,078	3,525,813	85,099	121,257	130,110	1,167,098	.....	3,552	304,850	6,115,766
15	Rhode Island and Connecticut	258,454	1,950,574	41,717	42,983	56,379	561,685	129,920	.....	25,730	3,414,218
	MIDDLE ATLANTIC:										
16	New York	1,105,985	4,723,829	103,452	261,756	589,847	9,980,811	19,237	3,736,254	309,114	13,339,052
17	New Jersey	52,924	258,880	568	7,352	12,352	2,350,637	.....	.....	143,526	2,555,937
18	Pennsylvania	631,211	2,464,528	32,311	112,057	195,878	5,104,008	.....	.....	344,576	9,061,524
	EAST NORTH CENTRAL:										
19	Ohio	908,154	5,022,397	43,985	301,410	256,416	1,868,866	2,247	12,190	2,502,951	7,075,384
20	Indiana	300,401	1,583,115	12,729	52,030	99,246	770,168	134,813	18,106	647,376	2,594,979
21	Illinois	193,001	849,291	9,581	62,959	271,455	5,334,092	47	125,276	342,637	6,797,276
22	Michigan	158,719	922,244	1,982	28,153	42,734	1,631,606	4,372	7,872	421	2,914,774
23	Wisconsin	152,239	558,123	4,899	21,079	17,997	333,464	14,503	9,120	264,852	953,917
	WEST NORTH CENTRAL:										
24	Minnesota	85,238	550,819	.....	12,704	44,557	255,044	.....	.....	4,119	1,098,601
25	Iowa	206,065	1,030,095	19,504	33,290	30,659	332,202	.....	3,096	937,574	955,675
26	Missouri	248,134	1,816,981	24,734	48,187	59,530	1,400,105	.....	.....	940,088	2,986,060
27	North Dakota and South Dakota	.....	330	1	.....	338	46,824	.....	.....	.....	47,893
28	Nebraska	57,225	386,501	10,665	10,909	6,397	21,796	.....	5,967	.....	567,649
29	Kansas	61,104	143,992	4,208	20,643	21,155	357,021	.....	47,852	160,875	518,012
	SOUTH ATLANTIC:										
30	Delaware, Maryland, and District of Columbia.	185,960	1,051,567	14,897	34,667	75,957	864,417	.....	300	525,852	1,880,068
31	Virginia	47,814	209,330	2,701	11,140	28,741	165,294	240,107	617	170,748	568,444
32	West Virginia	78,990	301,315	10,558	16,195	28,543	226,358	.....	.....	120,460	616,618
33	North Carolina	39,402	119,595	4,011	10,801	2,911	302,035	.....	186,444	140,121	178,670
34	South Carolina	724	1,501	.....	1,108	10,506	263,731	.....	.....	10,396	273,734
35	Georgia	27,430	20,892	15,383	11,093	14,018	158,764	375,825	.....	139,706	503,521
36	Florida	4,759	5,449	.....	148	.....	25,276	117,564	.....	5,264	148,986
	EAST SOUTH CENTRAL:										
37	Kentucky	52,550	273,587	3,934	9,504	15,007	229,765	.....	.....	.....	649,284
38	Tennessee	57,739	347,217	88	16,469	14,966	392,388	.....	.....	387,440	531,592
39	Alabama	19,237	72,608	2,087	6,658	11,962	511,061	.....	.....	286,986	381,172
40	Mississippi	53,046	201,792	1,312	5,635	3,595	43,089	26	49,664	231,200	101,933
	WEST SOUTH CENTRAL:										
41	Arkansas	32,200	187,880	5,209	5,296	1,979	45,555	1,081	.....	176,034	121,767
42	Louisiana	103,043	691,598	17,871	33,254	15,822	48,228	4,330	.....	.....	1,031,716
43	Oklahoma	15,397	97,599	.....	4,578	7,313	105,251	20,284	20,284	.....	240,725
44	Texas	56,797	232,095	260	16,162	33,221	758,478	80,469	.....	39,478	1,200,528
	MOUNTAIN:										
45	Montana	.....	.....	.....	605	6,487	152,761	.....	.....	.....	163,210
46	Colorado	84,914	298,133	8,340	12,032	13,813	171,428	.....	.....	214,007	446,503
47	Idaho and Wyoming	.....	.....	.....	.....	348	90,199	.....	.....	.....	90,679
48	Utah and Nevada	.....	29	.....	1,971	23,649	346,794	.....	.....	6,709	375,226
49	New Mexico and Arizona	12,000	20,103	.....	7,158	600	72,975	.....	7,591	39,203	66,042
	PACIFIC:										
50	Washington	534,957	63,325	4,553	52,448	118,576	691,504	.....	17,509	1,287,383	730,063
51	Oregon	69,136	51,396	.....	35,217	74,758	142,253	.....	.....	226,401	260,628
52	California	24,856	94,144	2,235	26,325	244,962	4,063,679	1,643	7,657	78,122	4,597,222
53	Hawaii and Porto Rico	11,488	37,124	.....	2,174	.....	21,310	5,249	.....	.....	77,345

DIVISIONS AND STATES, AND HAWAII AND PORTO RICO: 1917—Continued.

CONDUCTING TRANSPORTATION.					GENERAL AND MISCELLANEOUS.										
Total.	Superintendence of transportation.	Conductors, motormen, and trainmen.	Miscellaneous transportation expenses.	Traffic expenses.	Total.	Salaries and expenses of general officers.	General expenses.	Injuries and damages.	Insurance.	Rent of tracks, facilities, and equipment.	Other operations.	Other operations—credit.	Railway operations—net total.	Transportation for investment—credit.	
$174,972,645	$9,839,230	$131,052,689	$34,080,726	$2,301,817	$64,185,308	$7,013,752	$22,794,005	$23,743,431	$3,101,407	$7,152,823	$379,890	$1,447,043	$62,738,265	$172,323	1
21,237,625	1,300,347	15,777,027	4,160,251	157,804	7,298,068	752,192	2,654,651	2,883,646	596,097	388,989	22,498	33,472	7,264,596	10,401	2
56,637,888	3,546,297	41,199,318	11,892,273	426,982	20,348,904	1,856,359	6,373,628	8,529,035	876,498	2,559,243	154,146	59,313	20,289,591	632	3
45,018,600	2,064,990	33,801,748	9,151,862	627,297	15,329,098	1,770,696	5,122,379	5,465,417	713,516	2,114,874	142,211	533,017	14,796,076	11,833	4
13,378,645	735,117	10,469,488	2,174,040	229,039	5,608,635	615,593	2,140,984	2,140,595	262,849	446,031	2,583	87,310	5,521,325	45,032	5
10,804,297	756,402	8,257,190	1,790,705	174,991	4,669,264	704,480	1,819,476	1,455,076	209,121	448,446	32,665	322,149	4,347,115	12,668	6
4,303,956	254,546	3,369,305	680,105	64,279	2,224,308	276,845	725,173	955,783	68,856	197,651	.....	241,443	1,982,865	24	7
5,067,762	277,403	4,113,427	676,932	114,706	2,480,454	366,210	837,643	887,217	88,940	278,051	22,393	124,927	2,355,527	.....	8
2,690,826	122,370	2,120,042	448,414	132,379	1,010,871	141,486	464,297	233,285	69,071	102,782	.....	4,399	1,006,472	446	9
15,833,046	781,758	11,945,144	3,106,144	374,340	5,215,711	529,891	2,655,774	1,193,377	216,464	616,806	3,399	41,013	5,174,698	91,287	10
1,026,889	53,739	741,219	231,931	31,682	453,280	74,169	215,261	88,952	38,416	36,482	.....	33,472	419,808	1,672	11
328,322	17,772	256,292	54,258	12,562	113,694	32,513	27,413	38,722	8,572	4,527	1,947	.....	113,694	.....	12
155,661	7,073	121,207	27,381	2,222	89,979	17,651	47,111	5,694	8,897	10,626	.....	.....	89,979	.....	13
14,419,677	985,045	10,558,669	2,875,963	95,777	4,873,851	479,889	1,704,949	1,973,949	440,730	254,852	19,482	.....	4,873,851	8,729	14
5,307,076	236,718	4,099,640	970,718	15,561	1,767,264	147,970	659,917	776,329	99,482	82,502	1,064	.....	1,767,264	.....	15
33,820,881	2,345,203	23,180,916	8,294,762	227,826	12,838,855	956,945	3,771,162	5,423,515	521,526	2,011,578	154,129	54,898	12,783,962	632	16
5,514,491	428,386	4,268,784	817,321	15,149	1,835,271	215,004	598,304	858,889	80,167	82,907	.....	219	1,835,052	.....	17
17,302,516	772,708	13,749,618	2,780,190	184,007	5,674,778	684,410	2,004,162	2,246,631	274,800	464,758	17	4,201	5,670,577	.....	18
12,784,065	669,265	9,583,472	2,526,348	128,571	5,147,974	658,186	1,627,811	1,993,458	219,947	565,416	88,156	123,159	5,024,815	51	19
3,793,708	187,918	2,583,781	1,022,009	76,564	1,895,597	227,798	526,525	511,163	91,605	537,667	839	12,301	1,883,296	.....	20
18,169,716	636,735	14,201,906	3,331,075	244,646	5,054,292	509,166	1,870,205	1,831,957	273,017	569,686	231	273,004	4,781,288	11,782	21
7,808,774	449,711	5,523,680	1,835,383	162,391	2,352,775	268,772	819,017	859,293	91,189	313,968	516	2,896	2,349,879	.....	22
2,462,317	121,361	1,903,909	437,047	15,125	878,455	106,774	278,821	269,516	37,758	128,117	57,469	121,657	756,798	.....	23
3,564,269	261,089	2,689,203	614,027	61,337	1,052,196	131,054	451,061	407,649	27,814	34,618	.....	.....	1,052,196	44,779	24
2,188,987	106,056	1,561,805	516,126	85,408	1,026,109	130,177	366,065	210,197	49,905	269,075	690	44,288	981,821	.....	25
5,765,408	307,808	4,714,009	743,591	44,779	2,586,585	181,901	956,094	1,238,559	146,922	61,231	1,878	.....	2,586,585	253	26
80,981	1,310	74,102	5,569	579	33,426	15,437	9,951	4,740	2,629	654	15	.....	33,426	.....	27
1,040,641	31,165	864,173	145,303	14,374	456,334	65,538	162,109	190,086	13,492	25,159	.....	.....	456,334	.....	28
743,364	27,744	566,196	149,424	22,562	453,985	91,486	195,704	89,414	22,087	55,294	.....	43,022	410,963	.....	29
5,198,789	412,202	3,933,074	853,513	55,931	1,777,144	212,952	716,450	620,475	70,327	125,138	31,802	24,082	1,753,112	11,678	30
1,702,737	98,252	1,264,671	339,814	31,676	779,414	133,765	291,808	248,508	32,084	73,519	.....	61,793	717,621	.....	31
1,062,396	48,622	861,604	152,170	5,813	508,086	99,738	191,242	124,315	32,675	60,066	.....	2,958	505,078	990	32
421,205	13,496	356,336	51,373	24,629	305,495	42,237	184,822	56,085	11,091	9,550	.....	111,293	194,202	.....	33
601,490	35,137	376,572	189,481	36,410	516,578	79,908	168,638	118,212	15,973	133,847	.....	98,048	418,530	.....	34
1,322,894	108,532	1,075,421	148,941	12,948	556,044	89,945	177,898	209,446	35,664	42,801	600	24,025	532,019	.....	35
484,786	40,161	389,212	55,413	7,584	226,553	45,935	89,133	76,040	11,357	3,825	263	.....	226,553	.....	36
1,556,569	85,497	1,262,174	208,898	12,975	685,148	56,061	200,307	274,131	7,976	146,673	.....	.....	685,148	.....	37
1,570,588	101,528	1,174,118	294,940	32,736	994,192	127,664	337,787	456,745	24,736	47,260	.....	139,034	855,158	24	38
999,131	58,821	781,299	159,011	17,087	365,482	77,123	77,338	190,421	17,740	2,860	.....	.....	365,482	.....	39
177,670	8,700	151,714	17,256	1,481	179,486	15,997	109,741	34,496	18,404	858	.....	102,409	77,077	.....	40
326,245	19,944	272,952	33,349	14,432	230,956	38,351	112,798	57,789	17,929	4,089	.....	89,848	141,108	.....	41
1,502,827	56,859	1,312,960	133,008	20,556	424,402	53,622	139,868	195,691	27,457	7,764	.....	.....	424,402	.....	42
484,853	20,143	362,396	102,314	11,802	268,719	51,481	108,762	67,594	10,262	8,249	22,371	22,371	246,348	.....	43
2,753,337	180,457	2,165,119	408,251	67,916	1,556,377	222,756	476,215	566,143	33,292	257,949	22	12,708	1,543,669	.....	44
359,180	11,559	305,989	41,652	59,470	116,529	15,353	49,041	42,169	9,966	.....	.....	.....	116,529	.....	45
1,280,584	61,687	1,020,354	198,543	39,527	462,057	65,140	221,408	80,826	28,214	66,469	.....	4,399	457,658	.....	46
142,826	6,036	103,786	33,004	3,505	50,451	12,978	24,563	8,889	2,129	1,892	.....	.....	50,451	.....	47
777,442	36,549	587,731	153,162	28,385	335,451	40,649	151,609	83,116	25,708	34,371	.....	.....	335,451	446	48
130,794	6,539	102,202	22,053	1,492	46,383	7,366	17,676	18,285	3,056	.....	.....	.....	46,383	.....	49
2,782,396	143,643	2,208,285	435,468	67,580	1,164,133	187,621	483,653	284,706	59,613	145,216	3,324	38,776	1,125,357	9,819	50
1,785,012	84,382	1,388,797	311,833	40,708	501,444	43,856	191,531	140,180	20,659	105,218	.....	.....	501,444	16,266	51
11,315,638	553,733	8,408,062	2,358,843	266,052	3,550,134	298,414	1,980,590	768,491	136,192	366,372	75	2,237	3,547,897	65,202	52
277,436	17,462	247,709	12,265	9,768	129,275	37,197	64,791	20,468	6,819	.....	.....	.....	129,275	.....	53

TABLE 159.—DISTRIBUTION OF NET INCOME, BY GEOGRAPHIC DIVISIONS AND STATES, AND HAWAII AND PORTO RICO: 1917.[1]

DIVISION AND STATE.	Net income.	Total appropriations of net income.	DIVIDENDS DECLARED.		CHARGES FOR SINKING FUND AND OTHER RESERVES.		Appropriations for investment in physical property.	Sundry appropriations of net income.	Profit and loss credits.	Balance carried to surplus.
			On common stock.	On preferred stock.	Depreciation reserves.	All other.				
UNITED STATES	$56,450,930	$66,522,645	$37,471,235	$10,866,200	$6,808,500	$3,125,212	$590,629	$7,660,869	$1,205,910	*$3,865,805*
GEOGRAPHIC DIVISIONS:										
New England	1,881,475	2,629,902	1,739,331	598,507	19,035	6,816		206,213	358,707	*339,780*
Middle Atlantic	18,455,543	20,765,867	14,884,219	2,188,699	7,400	216,183	101,951	3,367,415	72,779	*2,237,545*
East North Central	18,512,581	20,055,581	10,353,147	2,730,058	4,345,505	1,169,763	226,645	1,230,468	2,705	*1,540,296*
West North Central	5,525,306	5,666,828	3,225,635	1,456,478	256,172	196,430	101,037	431,076	360,491	218,969
South Atlantic	9,317,300	8,541,405	4,347,786	1,963,608	395,830	398,858		1,435,323	2,946	778,841
East South Central	1,917,264	1,921,331	766,966	612,500	119,543	243,764		178,558		*4,067*
West South Central	3,556,926	3,087,353	1,038,234	733,444	915,108	207,974	74,951	117,642		*469,573*
Mountain	419,083	757,541	394,995	139,096	19,136	56,062	66,294	81,958	7,231	*331,227*
Pacific	*3,134,548*	3,096,837	720,922	443,810	730,771	629,362	19,751	552,221	401,051	*5,830,334*
NEW ENGLAND:										
Connecticut	408,081	23,216	19,800					3,416		384,865
Maine	380,717	472,976	169,749	289,548		500		13,179		*92,259*
Massachusetts	1,496,764	1,959,455	1,434,004	277,636		2,486		245,329	358,707	*115,984*
New Hampshire	69,176	97,259	73,170	19,800				4,289		*28,083*
Rhode Island	*499,151*	26,535		7,500	19,085					*525,686*
Vermont	35,888	50,461	42,608	4,023		3,830				*14,573*
MIDDLE ATLANTIC:										
New Jersey	922,985	1,187,285	1,135,778	21,000		14,645		15,862	65,065	*199,235*
New York	11,550,619	14,866,457	10,860,340	1,086,014		133,877	74,745	2,711,481	4,743	*3,311,095*
Pennsylvania	5,981,939	4,712,125	2,888,101	1,081,685	7,400	67,661	27,206	640,072	2,971	1,272,785
EAST NORTH CENTRAL:										
Illinois	8,372,017	9,118,688	4,375,379	937,628	3,108,694	250,153		446,834	780	*745,891*
Indiana	1,008,354	912,886	97,953	243,846		310,087	204,604	56,396		90,468
Michigan	2,999,244	3,000,003	1,792,520	140,212	810,740	42,826		213,705		*759*
Ohio	4,951,290	5,731,042	3,479,410	1,199,202	10,009	551,840	100	490,481	1,925	*777,327*
Wisconsin	1,186,676	1,292,962	607,885	209,170	416,062	14,857	21,941	23,047		*106,286*
WEST NORTH CENTRAL:										
Iowa	1,481,771	2,207,023	1,151,370	453,466	148,016	45,151		409,020	337,158	*388,094*
Kansas	300,817	297,619	146,137	36,520	67,622	10,000	22,601	14,739	23,333	26,531
Minnesota	1,891,651	1,827,514	1,455,000	259,962		27,383	78,436	6,733		64,137
Missouri	1,363,367	838,335	259,600	432,638	31,617	113,896		584		525,032
Nebraska	479,771	486,337	203,528	273,892	8,917					*6,566*
North Dakota	9,149	10,000	10,000							*851*
South Dakota	*1,230*									*1,230*
SOUTH ATLANTIC:										
Delaware	178,473	273,600	243,600	30,000					501	*94,626*
District of Columbia	1,212,722	1,601,176	1,172,500	425,000		368		3,308	201	*388,253*
Florida	540,851	438,358	261,800	18,000	158,553					102,498
Georgia	1,044,180	901,378	204,917	159,016	55,160			482,285		142,802
Maryland	1,418,685	1,105,243	916,223	88,280				100,740	220	313,602
North Carolina	818,111	617,801	195,494	198,057	161,844			62,406		200,310
South Carolina	563,791	134,233		93,768	20,273			20,192	1,451	431,009
Virginia	1,859,006	1,809,501	480,030	621,004		398,490		309,977		49,505
West Virginia	1,661,481	1,660,120	873,222	330,483				456,415	573	21,934
EAST SOUTH CENTRAL:										
Alabama	661,859	518,953	84,375	210,000	3,330	221,248				142,906
Kentucky	751,157	736,871	574,091	137,500	3,780	21,500				14,286
Mississippi	*119,448*	7,016	6,000			1,016				*126,458*
Tennessee	623,690	658,491	102,500	265,000	112,433			178,558		*34,801*
WEST SOUTH CENTRAL:										
Arkansas	251,041	209,340	64,401	78,092	5,000	3,885	57,677	285		41,701
Louisiana	612,459	702,045	32,307	383,430	271,308	15,000				*89,586*
Oklahoma	289,086	204,946	52,426	6,300	12,186	84,725	17,274	32,035		84,140
Texas	2,404,340	1,971,022	889,100	265,622	626,614	104,364		85,322		433,318
MOUNTAIN:										
Arizona	30,414	198,720	185,000	13,720						*168,306*
Colorado	210,366	267,903	135,000	68,528	2,198		30	62,147	7,231	*50,306*
Idaho	1,953	5,670					5,670			*3,717*
Montana	192,667	136,499	19,995	26,848	3,000	26,062	60,594			56,168
Nevada	*3,293*									*3,293*
New Mexico	2,430	5,000	5,000							*2,570*
Utah	*29,039*	129,811	50,000	30,000		30,000		19,811		*158,850*
Wyoming	13,585	13,938			13,938					*353*
PACIFIC:										
California	*3,823,179*	1,497,837	74,000		576,765	378,703	17,173	451,196	377,051	*4,943,965*
Oregon	*628,578*	7,507					719	6,878	934	*635,241*
Washington	1,317,209	1,591,403	646,922	443,810	154,006	250,659	1,859	94,147	23,066	*251,128*
Hawaii	277,602	323,990	152,000			80,500		91,490		*46,388*
Porto Rico	84,886	36,125	12,000		24,125				1,145	49,906

[1] Italic figures denote deficit.

TABLE 160.—CONDENSED BALANCE SHEET OF OPERATING AND LESSOR COMPANIES COMBINED, BY GEOGRAPHIC DIVISIONS AND STATES: 1917, 1912, AND 1907; HAWAII AND PORTO RICO: 1917 AND 1907.

Division and state.	Census year.	Number of companies.	Assets.				Total assets or liabilities.	Liabilities.				Net surplus.[3]
			Road and equipment.	Other investments.	Current and other assets.	Profit and loss deficit for companies showing a deficit.		Capital stock.	Funded debt.[1]	Unfunded debt, reserves, and current and other liabilities.	Profit and loss surplus for companies showing a surplus.	
United States	1917	1,207	$5,136,441,599	$642,261,722	$415,173,040	$78,740,680	$6,272,617,041	$2,473,846,651	$3,058,377,167	$583,580,514	$156,812,709	$78,072,629
	1912	1,260	4,596,562,292	465,250,414	348,731,487	38,149,444	5,448,694,637	2,379,346,313	2,329,221,828	606,680,400	133,436,096	95,286,652
	[2] 1907	1,230	3,637,668,708	374,664,197	251,528,657	36,178,933	4,300,040,525	[4] 2,031,986,306	[4] 1,672,959,930	488,471,004	106,623,225	70,444,292
Geographic divisions:												
New England	1917	114	391,834,917	19,358,782	26,329,960	2,595,063	440,118,742	214,623,905	157,442,651	58,748,182	9,304,004	6,708,921
	1912	119	354,605,174	12,591,713	23,549,590	1,814,262	392,560,739	204,443,600	129,639,840	48,492,176	10,985,123	9,170,861
	1907	145	296,023,884	4,985,719	18,911,758	1,570,677	311,492,038	138,158,388	130,606,958	33,647,659	9,079,033	7,508,356
Middle Atlantic	1917	516	1,744,197,541	333,654,512	168,115,402	34,319,628	2,280,287,083	792,359,082	1,242,253,375	182,504,021	68,170,605	28,880,977
	1912	436	1,471,795,717	201,261,361	127,930,909	20,736,273	1,821,714,260	711,998,377	801,582,533	263,183,933	44,949,417	24,213,144
	1907	450	1,266,195,650	113,080,336	133,576,459	20,634,376	1,533,427,821	708,879,726	557,410,106	226,811,383	40,326,606	19,702,230
East North Central	1917	254	1,208,472,178	91,667,235	69,957,425	12,024,653	1,382,121,491	556,544,516	645,533,898	143,188,571	36,854,511	24,829,858
	1912	253	1,099,283,481	93,896,346	55,645,231	7,399,291	1,262,214,349	534,308,711	589,361,398	105,915,709	22,633,831	25,244,240
	1907	263	970,924,964	129,874,562	32,500,080	8,955,594	1,142,265,200	589,696,045	436,555,900	91,718,445	24,286,810	15,321,216
West North Central	1917	88	370,292,600	17,234,502	21,943,360	711,835	410,182,297	166,644,129	198,218,381	38,361,393	11,958,394	11,246,589
	1912	90	336,808,451	13,518,452	14,077,887	390,597	364,795,387	159,247,520	155,092,155	40,226,343	10,227,369	9,836,772
	1907	77	289,458,765	5,804,107	6,459,986	273,787	292,996,645	126,192,796	130,563,800	29,812,516	6,407,533	6,133,746
South Atlantic	1917	109	428,228,328	55,835,721	34,057,434	2,804,744	530,931,227	218,572,558	252,498,754	44,084,059	15,775,856	12,971,112
	1912	123	375,467,897	40,417,302	31,574,545	1,673,443	449,133,187	196,567,505	205,449,168	34,901,604	12,214,910	10,541,467
	1907	110	242,357,959	32,955,988	12,718,757	1,273,932	289,306,646	108,341,030	151,682,049	21,600,176	7,683,391	6,409,489
East South Central	1917	50	146,761,742	9,069,069	8,428,715	1,004,340	165,263,866	64,560,399	85,919,236	11,748,946	3,035,285	2,030,945
	1912	46	124,119,747	10,299,276	7,834,970	397,074	142,651,067	57,169,564	71,296,580	10,394,792	3,790,131	3,398,057
	1907	40	107,392,029	4,623,624	3,625,222	250,590	115,891,465	50,465,280	53,758,167	9,382,814	2,284,204	2,033,614
West South Central	1917	70	168,519,694	15,984,755	10,705,085	662,346	195,871,880	85,490,874	91,498,861	13,975,148	4,906,997	4,244,651
	1912	83	136,295,611	24,184,728	12,792,829	855,978	174,129,146	86,542,205	65,691,669	17,099,641	4,795,631	3,939,653
	1907	51	95,698,842	30,838,166	5,738,862	290,224	132,561,094	69,202,250	45,827,950	12,978,346	4,552,548	4,262,324
Mountain	1917	40	93,171,541	20,934,427	8,351,140	1,870,456	124,327,564	43,839,680	65,248,851	10,898,213	4,345,820	2,475,364
	1912	42	90,594,736	18,588,315	4,935,757	683,601	114,692,409	48,204,727	46,014,459	14,407,043	6,066,180	5,432,579
	1907	29	50,578,599	14,524,397	3,168,522	260,029	68,531,547	30,432,451	29,699,600	5,341,792	3,047,704	2,797,675
Pacific	1917	66	574,968,068	78,522,719	67,274,519	22,747,595	743,512,891	331,211,508	324,763,165	80,076,981	7,461,237	*15,896,358*
	1912	68	607,652,478	44,502,921	69,399,769	4,288,925	726,804,093	380,869,104	265,094,026	72,067,159	7,773,804	3,514,879
	1907	65	338,042,005	38,027,398	34,829,041	2,679,724	413,578,069	210,618,400	126,826,400	57,178,873	8,955,396	6,275,672
New England:												
Maine	1917	17	32,590,232	7,786,513	2,311,792	395,840	42,034,377	16,637,736	22,417,382	2,763,759	1,215,500	819,660
	1912	17	28,479,941	7,240,814	1,588,524	58,607	37,332,886	16,041,825	19,102,382	1,077,798	1,110,881	1,057,274
	1907	17	21,413,212	1,000,662	701,904	69,631	23,185,409	10,944,713	11,069,000	896,027	305,669	236,088
New Hampshire	1917	13	6,086,078	13,600	306,048	104,758	6,460,484	3,306,900	1,887,520	1,072,672	193,392	88,634
	1912	13	7,011,443	5,941	274,902	267,779	7,579,365	4,163,400	2,322,000	971,873	122,092	*165,687*
	1907	18	7,848,816	.....	138,221	58,164	8,045,201	4,518,700	2,589,000	673,893	263,608	205,444
Vermont	1917	9	6,082,481	650,901	272,578	99,548	7,105,508	2,836,250	2,699,790	843,783	725,685	636,137
	1912	9	6,073,617	384,399	360,984	58,718	6,877,716	2,848,100	2,813,558	370,770	845,290	786,572
	1907	10	5,382,047	700,000	83,299	306,520	6,561,866	3,370,000	2,548,667	350,030	293,179	*103,341*
Massachusetts	1917	58	214,464,004	7,418,777	17,544,043	1,879,932	214,306,756	105,842,899	97,471,716	35,900,665	2,091,476	211,544
	1912	60	194,677,690	190,801	16,119,438	1,222,533	212,210,162	93,791,575	80,728,700	32,811,427	4,878,460	3,655,927
	1907	81	149,681,514	1,116,829	12,583,872	955,785	164,338,000	74,397,675	60,279,000	25,785,601	3,575,724	2,919,989
Rhode Island and Connecticut.	1917	17	132,662,122	3,538,991	5,895,499	115,005	142,211,617	86,000,120	32,966,243	18,167,308	5,077,951	4,962,946
	1912	20	118,362,483	5,770,758	5,235,742	191,625	129,560,608	87,598,700	24,673,200	13,260,308	4,028,400	3,836,775
	1907	19	101,698,295	2,168,228	5,404,462	90,577	109,361,562	44,927,300	54,151,291	5,942,118	4,340,853	4,250,276
Middle Atlantic:												
New York	1917	142	1,087,299,467	101,231,288	127,444,060	27,328,062	1,343,272,977	383,441,298	791,135,504	130,352,354	38,343,821	11,015,789
	1912	134	913,345,909	59,320,861	102,995,078	8,455,710	1,084,127,553	389,019,080	481,571,770	179,354,982	34,181,721	25,716,011
	1907	147	709,343,843	70,082,657	79,696,561	15,408,689	874,466,750	377,957,549	326,447,138	135,450,961	24,611,102	9,207,443
New Jersey	1917	40	183,360,908	3,608,027	8,979,681	2,276,660	198,225,266	85,386,455	99,946,932	9,894,552	2,495,327	218,677
	1912	43	176,912,642	3,425,461	4,260,179	1,406,771	185,994,053	76,757,176	94,922,000	11,647,540	2,657,337	1,251,566
	1907	41	161,901,839	4,326,865	2,354,131	1,518,654	170,111,489	71,811,380	86,260,500	9,947,942	2,091,667	573,013
Pennsylvania	1917	334	473,567,166	228,815,097	31,691,661	4,714,916	738,788,840	323,029,329	351,170,939	42,257,115	22,331,457	17,616,541
	1912	259	381,527,166	126,805,039	20,685,657	10,864,792	551,592,654	246,222,121	226,078,763	72,181,411	8,110,359	*2,754,433*
	1907	262	304,980,968	38,660,784	51,535,767	3,702,063	488,849,582	259,110,797	134,702,468	81,412,480	13,623,837	9,921,774
East North Central:												
Ohio	1917	83	378,594,325	40,140,607	20,831,868	4,902,838	444,469,633	227,296,860	157,986,843	47,804,555	11,381,375	6,478,537
	1912	88	333,609,762	58,157,628	14,389,117	2,451,774	398,608,281	211,767,450	138,808,040	38,563,945	9,470,846	7,019,072
	1907	90	331,678,074	46,671,014	10,496,568	1,896,288	390,741,944	226,845,875	116,289,000	30,294,146	7,312,923	5,416,635
Indiana	1917	47	191,780,635	24,221,635	7,271,655	715,419	223,989,344	104,115,780	95,017,912	17,502,914	7,352,738	6,637,319
	1912	45	193,842,423	11,347,204	6,047,029	341,211	211,577,867	101,946,135	89,385,787	15,923,124	4,322,821	3,981,610
	1907	43	166,387,274	7,646,403	3,394,437	742,436	178,170,550	94,223,970	72,063,350	8,604,850	3,278,380	2,535,944
Illinois	1917	78	444,724,245	13,543,183	29,942,518	5,731,984	493,941,930	161,688,771	279,675,808	46,978,404	5,648,947	*83,097*
	1912	72	406,577,828	9,885,219	25,787,715	4,390,982	446,642,744	150,734,120	256,620,427	31,830,756	7,457,441	3,066,459
	1907	86	346,698,323	49,078,436	13,154,827	5,863,989	414,785,525	200,154,400	167,379,400	38,500,298	8,751,427	2,887,488
Michigan	1917	25	134,827,532	8,313,698	6,437,819	486,933	150,065,977	47,520,545	77,449,434	15,266,355	9,729,643	9,242,710
	1912	22	109,694,970	5,826,260	4,852,469	138,822	120,512,521	41,996,506	60,111,724	10,735,526	7,669,765	7,530,943
	1907	24	88,391,281	6,539,663	2,577,316	281,475	97,789,735	38,607,400	48,625,900	7,561,102	2,995,333	2,713,858
Wisconsin	1917	21	88,545,441	5,448,117	5,473,570	187,479	69,654,607	15,972,560	35,408,896	15,536,343	2,741,808	2,554,329
	1912	25	65,558,498	13,679,035	5,566,901	66,502	84,872,936	27,860,500	44,437,420	8,862,358	3,712,658	3,646,158
	1907	20	47,775,012	19,944,046	2,876,932	181,456	70,777,446	29,864,400	32,208,260	6,756,049	1,948,747	1,767,291

[1] Includes real estate mortages in 1917 ($7,197,895); not included in 1912 and 1907.
[2] Italic figures denote deficit.
[3] Exclusive of 6 companies which failed to furnish this information.
[4] See text (p. 93).

Table 160.—CONDENSED BALANCE SHEET OF OPERATING AND LESSOR COMPANIES COMBINED, BY GEOGRAPHIC DIVISIONS AND STATES: 1917, 1912, AND 1907; HAWAII AND PORTO RICO: 1917 AND 1907—Continued.

Division and state.	Census year.	Number of companies.	Assets. Road and equipment.	Assets. Other investments.	Assets. Current and other assets.	Assets. Profit and loss deficit for companies showing a deficit.	Total assets or liabilities.	Liabilities. Capital stock.	Liabilities. Funded debt.[1]	Liabilities. Unfunded debt, reserves, and current and other liabilities.	Liabilities. Profit and loss surplus for companies showing a surplus.	Net surplus.[2]
West North Central:												
Minnesota	1917	10	$63,910,846	$1,721,724	$2,870,881	$67,512	$68,570,963	$30,458,749	$26,033,226	$10,520,268	$1,558,720	$1,491,206
	1912	9	60,781,293	718,354	1,852,567	93,271	63,445,485	32,319,200	23,580,000	5,780,114	1,766,171	1,672,900
	1907	5	47,567,987	1,119,824	1,546,357	.....	50,234,168	23,905,000	20,912,500	4,492,385	924,283	924,283
Iowa	1917	25	70,047,254	3,838,002	7,449,737	195,467	81,530,460	29,144,720	37,641,631	12,347,962	2,396,147	2,200,680
	1912	26	60,135,647	1,396,387	2,771,526	37,770	64,341,330	28,827,219	24,706,900	7,801,338	3,003,873	2,966,103
	1907	26	35,319,366	1,460,557	1,390,591	142,233	38,312,747	20,693,046	12,804,500	2,797,654	2,017,547	1,875,314
Missouri	1917	20	171,731,355	3,831,157	8,731,647	250,498	184,544,657	67,911,310	100,304,374	9,902,113	6,426,860	6,176,362
	1912	19	158,721,248	2,041,345	6,444,829	159,873	167,367,295	59,208,850	79,947,200	23,949,962	4,171,383	4,011,510
	1907	14	156,862,689	2,511,524	2,858,451	49,764	162,272,428	58,819,400	80,886,000	20,384,868	2,232,160	2,182,396
North Dakota and South Dakota.	1917	6	1,676,400	74,000	79,428	1,632	1,831,455	629,874	806,000	331,204	64,377	62,745
	1912	5	1,517,890	.....	363,611	142	1,881,643	1,060,350	514,555	240,947	65,791	65,649
	1907	5	831,358	.....	13,358	.....	844,716	384,980	300,000	120,916	38,820	38,820
Nebraska	1917	8	30,169,056	7,067,850	1,324,342	68,053	38,649,301	21,533,676	13,652,300	3,044,518	418,807	280,754
	1912	10	28,670,146	7,851,866	749,944	14,157	37,286,113	21,584,276	13,698,000	1,906,844	155,998	141,836
	1907	10	25,060,412	161,079	430,196	.....	25,641,686	13,864,585	9,540,000	1,622,190	614,911	614,911
Kansas	1917	19	32,757,689	681,769	1,487,330	128,673	35,055,461	16,965,800	14,780,850	2,215,328	1,093,483	964,810
	1912	21	26,982,227	1,510,500	1,895,410	85,284	30,473,521	16,157,625	12,702,500	540,238	1,064,158	978,774
	1907	17	14,836,953	551,123	221,034	81,790	15,690,900	8,525,785	6,190,800	394,503	579,812	498,022
South Atlantic:												
Delaware, Maryland, and District of Columbia.	1917	27	166,874,464	14,792,625	11,578,730	793,473	194,039,292	68,379,550	108,812,654	13,404,880	3,442,208	2,648,735
	1912	32	147,147,538	14,568,430	13,218,868	642,035	175,576,871	63,551,800	97,156,468	11,271,499	3,597,104	2,955,069
	1907	28	122,253,326	14,698,971	3,869,632	1,025,456	141,829,385	51,371,045	82,389,709	6,917,430	1,151,201	125,745
Virginia	1917	17	67,844,255	6,123,211	6,761,185	1,201,508	81,930,154	30,809,450	39,780,706	10,291,283	1,048,765	*152,738*
	1912	20	66,483,222	7,916,085	7,143,965	791,705	82,334,977	34,205,600	38,126,100	8,379,445	1,624,832	833,127
	1907	23	40,306,693	9,216,670	3,588,090	84,281	53,195,734	14,926,650	30,667,490	5,439,231	2,162,363	2,078,082
West Virginia	1917	23	43,430,598	13,880,789	3,180,043	716,504	61,207,934	26,984,548	26,543,234	5,880,208	1,790,944	1,074,440
	1912	24	34,958,364	4,567,151	2,697,258	181,689	42,404,462	19,621,100	18,304,900	2,914,661	1,563,801	1,382,112
	1907	18	22,087,542	2,486,732	926,905	85,843	25,587,022	10,704,075	10,406,500	3,288,847	1,187,600	1,101,757
North Carolina	1917	12	20,226,096	7,075,013	2,542,694	21,723	29,865,526	15,104,690	11,230,200	2,187,572	1,343,064	1,321,341
	1912	15	18,319,628	6,948,164	2,397,901	19,674	28,185,367	15,749,300	8,174,000	3,464,232	797,835	778,161
	1907	12	7,698,294	1,586,259	1,192,248	25,114	10,500,915	4,409,800	3,887,750	1,579,275	624,090	598,976
South Carolina	1917	8	30,346,355	8,164,353	2,566,545	.....	41,077,253	20,280,100	16,255,900	2,536,748	2,004,505	2,004,505
	1912	7	12,708,219	1,079,101	2,008,902	4,333	15,800,555	8,972,905	4,076,400	2,471,648	279,602	275,269
	1907	7	9,154,985	1,296,500	340,797	1,981	10,794,263	3,984,200	4,766,000	1,678,781	365,282	363,301
Georgia	1917	14	94,923,096	5,147,189	6,389,392	15,162	106,479,839	49,568,420	44,146,560	7,522,608	5,242,251	5,227,089
	1912	15	83,962,495	4,594,871	3,193,231	900	91,751,497	48,631,200	34,248,800	5,085,676	3,735,821	3,734,921
	1907	12	32,381,692	3,577,856	2,226,444	15,642	38,301,634	18,110,400	16,789,600	1,798,834	1,607,800	1,592,158
Florida	1917	8	14,573,464	682,541	1,048,845	56,379	16,331,229	7,445,800	5,729,500	2,251,810	904,119	847,740
	1912	10	11,388,431	743,500	914,420	33,107	13,079,458	5,785,600	5,362,500	1,314,443	615,915	582,808
	1907	10	8,475,437	112,000	474,641	35,615	9,097,693	4,834,880	2,775,000	902,778	585,055	549,440
East South Central:												
Kentucky	1917	11	40,940,844	5,607,777	1,525,658	424,112	48,498,391	22,312,675	23,298,471	2,646,027	246,218	*177,894*
	1912	10	36,301,326	5,280,966	1,669,184	125,091	43,376,567	18,865,030	20,397,120	3,371,928	742,479	617,388
	1907	13	34,693,140	384,262	923,044	44,227	36,044,673	16,047,400	15,726,000	3,233,557	1,037,716	993,489
Tennessee	1917	14	54,488,145	2,107,606	3,858,600	69,363	60,523,714	21,626,421	33,206,662	4,171,229	1,519,402	1,450,039
	1912	12	49,355,376	1,212,638	3,420,102	3,177	53,991,293	20,701,000	28,878,000	2,877,846	1,534,447	1,531,270
	1907	9	38,731,679	270,000	1,161,147	641	40,163,467	17,499,100	19,348,000	2,697,966	618,401	617,760
Alabama	1917	14	38,843,344	912,422	2,382,906	59,021	42,197,693	14,897,068	22,898,453	3,449,339	952,833	893,812
	1912	12	29,239,743	3,236,923	2,021,394	53,942	34,552,002	12,997,000	17,002,500	3,218,637	1,333,865	1,279,923
	1907	10	27,189,353	2,698,455	938,705	187,604	31,014,117	12,980,900	15,181,667	2,370,628	480,922	293,318
Mississippi	1917	11	12,489,409	441,264	661,551	451,844	14,044,068	5,724,235	6,320,650	1,482,351	316,832	*135,018*
	1912	12	9,223,302	568,749	724,290	214,864	10,731,205	4,606,534	5,018,960	926,371	179,340	*34,524*
	1907	8	6,777,857	1,270,907	602,326	18,118	8,669,208	3,937,880	3,502,500	1,081,663	147,165	129,047
West South Central:												
Arkansas	1917	10	14,512,299	1,306,829	1,326,508	11,325	17,156,961	6,592,034	9,129,368	1,090,397	405,162	393,837
	1912	10	12,986,385	57,545	1,427,916	.....	14,470,846	6,113,120	6,582,736	993,840	821,150	821,150
	1907	8	9,042,616	1,352,780	341,232	24,400	10,761,028	4,845,600	4,453,000	944,487	517,941	493,541
Louisiana	1917	11	59,354,946	8,188,845	3,260,301	44,498	70,848,590	28,140,000	37,862,348	3,573,012	1,273,230	1,228,732
	1912	15	57,175,403	21,587,612	6,586,444	18,655	85,347,114	45,423,314	31,922,750	5,697,321	2,243,729	2,225,074
	1907	12	32,216,789	28,697,234	3,762,506	36,520	84,623,049	46,339,700	29,145,000	6,269,083	2,269,266	2,232,746
Oklahoma	1917	15	16,955,225	2,075,981	1,752,115	205,878	20,989,199	10,242,940	8,324,000	1,482,829	439,430	223,532
	1912	18	17,456,621	714,162	1,769,559	210,970	20,151,312	10,844,050	7,151,000	1,932,727	223,535	12,565
	1907	8	6,034,852	222,918	415,231	42,738	6,715,749	4,145,800	2,029,000	416,671	124,278	81,540
Texas	1917	34	77,697,224	4,413,100	4,366,161	400,645	86,877,130	40,515,900	35,663,145	7,888,910	2,789,175	2,388,530
	1912	40	48,678,202	1,875,409	3,009,910	626,358	54,189,874	24,121,721	20,055,183	8,485,753	1,507,217	880,864
	1907	23	28,399,575	655,234	1,219,893	186,566	30,461,268	13,371,150	10,200,950	5,248,105	1,641,063	1,454,497

[1] Includes real estate mortgages in 1917 ($7,197,895); not included in 1912 and 1907.

[2] Italic figures denote deficit.

TABLE 160.—CONDENSED BALANCE SHEET OF OPERATING AND LESSOR COMPANIES COMBINED, BY GEOGRAPHIC DIVISIONS AND STATES: 1917, 1912, 1907; HAWAII AND PORTO RICO: 1917 AND 1907—Continued.

DIVISION AND STATE.	Census year.	Number of companies.	ASSETS. Road and equipment.	Other investments.	Current and other assets.	Profit and loss deficit for companies showing a deficit.	Total assets or liabilities.	LIABILITIES. Capital stock.	Funded debt.[1]	Unfunded debt, reserves and current and other liabilities.	Profit and loss surplus for companies showing a surplus.	Net surplus.[2]
MOUNTAIN:												
Montana	1917	6	$6,562,477	$1,043,184	$377,764	$104,583	$8,088,008	$3,996,928	$2,650,388	$1,206,434	$234,258	$129,675
	1912	6	5,957,245	1,014,356	337,111	5,637	7,314,349	3,632,532	2,514,220	544,871	622,726	617,089
	1907	5	3,191,227	1,582,097	174,745	1,639	4,949,708	2,781,275	1,550,000	138,988	479,445	477,806
Colorado	1917	15	51,418,660	3,387,202	1,795,213	911,536	57,512,611	20,494,827	31,790,913	4,086,104	1,190,767	279,231
	1912	17	45,575,992	15,610,613	2,415,920	333,174	63,935,699	24,903,550	31,280,130	4,911,014	2,841,005	2,507,831
	1907	11	28,039,230	11,841,272	1,380,009	38,996	41,299,507	17,998,500	19,450,000	2,125,432	1,725,575	1,686,579
All other Mountain states.[3]	1917	19	35,190,404	16,504,041	6,178,163	854,337	58,726,945	19,347,925	30,807,550	5,650,675	2,920,795	2,066,458
	1912	19	39,001,499	1,963,346	2,182,726	294,790	43,442,361	19,668,645	12,220,109	8,951,158	2,602,449	2,307,659
	1907	13	19,348,142	1,101,028	1,613,768	209,394	22,272,332	9,652,676	8,699,600	3,077,372	842,684	633,290
PACIFIC:												
Washington	1917	20	144,631,230	27,980,960	9,495,653	4,098,476	186,206,319	82,096,144	75,423,927	24,285,350	4,400,898	302,422
	1912	20	136,195,547	10,176,670	13,377,442	577,813	160,327,472	79,319,508	56,926,500	21,227,988	2,853,476	2,275,663
	1907	15	64,863,788	6,445,689	6,287,263	514,195	78,110,935	40,454,900	23,414,000	10,909,697	3,332,338	2,818,143
Oregon	1917	8	79,798,979	8,130,954	3,770,754	3,272,804	94,973,491	28,388,900	56,672,174	9,345,989	566,478	*2,706,326*
	1912	6	76,985,219	2,821,462	4,001,809	538,408	84,296,898	25,226,800	43,209,776	14,216,321	1,644,001	1,105,593
	1907	8	21,485,428	17,943,670	2,437,757	.....	41,866,855	22,428,900	16,599,000	2,181,847	657,108	657,108
California	1917	38	350,537,849	42,410,805	54,008,112	15,376,315	462,333,081	220,726,464	192,667,064	46,445,692	2,493,861	*12,882,454*
	1912	42	394,521,712	31,504,789	52,010,518	3,142,704	481,179,723	276,322,796	164,957,750	36,622,850	3,276,327	133,623
	1907	42	251,692,790	13,637,989	26,104,021	2,165,529	293,600,279	147,734,800	96,812,400	44,067,329	4,985,950	2,800,421
Hawaii and Porto Rico	1917	4	4,198,136	253,127	508,264	11,384	4,965,911	2,838,109	553,889	1,146,786	427,127	415,743
	1907	4	3,945,062	56,300	229,872	.....	4,231,234	1,846,400	1,604,786	526,316	253,732	253,732

[1] Includes real estate mortgages in 1917 ($7,197,895); not included in 1912 and 1907.
[2] Italic figures denote deficit.
[3] Includes states as follows: 1917—Arizona, 4; Idaho, 4; Nevada, 2; New Mexico, 2; Utah, 5; Wyoming, 2. 1912—Arizona, 4; Idaho, 4; Nevada, 2; New Mexico, 2; Utah, 5; Wyoming, 2. 1907—Arizona, 4; Idaho, 2; Nevada, 1; New Mexico, 2; Utah, 4.

TABLE 161.—BALANCE SHEET OF OPERATING AND LESSOR COMPANIES COMBINED, BY GEOGRAPHIC DIVISIONS AND STATES, AND HAWAII AND PORTO RICO: 1917.

DIVISION AND STATE.	ASSETS.														
	Road and equipment.	Other physical property.	Stocks and bonds of other electric railway companies.	Stocks and bonds of companies other than electric railways.	Treasury securities.			Other permanent investment.	Materials and supplies.	Cash and notes and accounts receivable.	Stock and bond discount.	Sinking and other special funds.	Interest, dividends, and rents receivable.	Sundries	Profit and loss deficit for companies showing a deficit.
					Total.	Stocks.	Bonds.								
UNITED STATES	$5,136,441,599	$79,608,323	$312,606,036	$63,395,213	$77,883,055	$17,254,917	$60,628,138	$108,769,095	$59,188,287	$140,191,981	$101,483,071	$71,454,040	$3,208,174	$39,647,487	$78,740,680
GEOGRAPHIC DIVISIONS:															
New England	391,834,917	2,659,984	8,671,809	490,429	3,601,231	202,401	3,398,830	3,985,379	7,511,864	9,166,981	2,425,132	1,618,508	133,256	5,474,219	2,595,083
Middle Atlantic	1,744,197,541	15,486,318	208,762,419	28,941,978	28,107,457	1,313,230	26,794,227	52,356,345	16,342,638	48,081,175	36,702,859	47,577,678	1,836,937	17,574,115	34,319,638
East North Central	1,208,472,178	12,142,057	36,499,618	4,562,859	11,231,214	2,681,963	8,549,231	27,231,487	15,566,871	36,788,181	6,354,232	6,760,498	305,563	4,192,080	12,024,653
West North Central	370,392,600	3,156,358	1,709,416	1,446,761	8,798,890	7,090,989	1,707,901	2,123,077	4,723,528	9,192,637	3,215,695	528,719	54,281	4,228,500	711,835
South Atlantic	438,223,328	15,001,012	8,184,461	21,166,432	9,504,986	2,055,486	7,449,500	1,978,830	4,816,087	17,394,903	4,299,308	3,564,634	111,287	3,861,295	2,804,744
East South Central	146,761,742	316,184	4,555,613	440,739	2,278,285	1,084,502	1,193,783	1,478,248	1,405,941	2,729,721	2,113,929	1,153,365	94,204	931,555	1,004,340
West South Central	168,519,694	9,724,068	408,154	331,231	4,811,918	2,520,626	2,291,292	709,384	1,961,889	3,578,371	1,820,826	2,158,858	144,844	1,040,297	662,246
Mountain	93,171,541	13,764,539	.....	2,136,780	4,587,878	305,700	4,282,178	445,230	1,066,522	2,080,684	4,649,126	96,865	54,521	403,422	1,870,456
Pacific	574,968,058	7,357,853	43,814,546	3,878,009	4,961,196	.....	4,961,196	18,511,115	5,802,997	11,179,328	39,901,964	7,974,915	473,311	1,942,004	22,747,895
NEW ENGLAND:															
Maine	32,590,232	778,694	5,198,843	367,386	1,360,340	3,200	1,357,140	31,250	546,461	986,778	402,054	76,679	68,196	231,624	395,840
New Hampshire	6,036,078	.....	.....	12,600	.....	.....	.....	1,000	85,186	82,100	.....	100,129	.....	88,633	104,758
Vermont	6,082,481	412,505	132,377	3,458	100,891	99,201	1,690	1,670	59,569	158,146	12,400	18,403	70	23,990	93,548
Massachusetts	214,464,004	1,262,943	201,510	33,705	2,066,000	100,000	1,966,000	3,854,619	4,993,906	6,727,216	1,917,728	309,910	15,795	3,579,488	1,879,982
Rhode Island and Connecticut	132,662,122	205,792	3,139,079	73,280	74,000	.....	74,000	46,840	1,826,742	1,212,741	92,950	1,113,387	49,195	1,600,484	115,005
MIDDLE ATLANTIC:															
New York	1,087,269,467	12,293,509	51,320,677	17,814,041	406,371	192,955	213,416	19,396,790	10,620,126	31,189,609	28,750,603	44,181,504	1,450,058	11,252,169	27,328,062
New Jersey	183,360,908	31,391	2,819,971	421,644	118,852	.....	118,852	216,169	833,954	1,180,794	3,312,494	2,271,663	238,561	1,142,215	2,276,650
Pennsylvania	473,567,166	3,161,418	154,621,771	10,706,288	27,582,234	1,120,275	26,461,959	32,743,386	4,888,558	15,710,781	4,639,762	1,124,511	148,318	5,179,731	4,714,916
EAST NORTH CENTRAL:															
Ohio	378,594,325	1,672,286	13,810,281	3,180,935	3,899,068	1,640,190	2,258,878	17,578,037	4,655,809	9,223,266	2,350,507	3,061,870	74,892	1,465,519	4,902,838
Indiana	191,780,635	2,832,838	14,451,114	517,174	4,971,555	196,580	4,774,975	1,448,954	1,396,767	2,920,491	699,266	1,415,386	190,403	649,342	715,419
Illinois	444,724,245	6,539,383	3,077,215	533,218	1,474,473	333,454	1,141,019	1,918,894	5,305,646	20,371,394	1,910,632	1,206,375	23,466	1,123,005	5,731,964
Michigan	134,827,532	252,255	4,922,266	237,059	180,525	149,525	31,000	2,721,588	2,346,857	2,674,302	204,498	1,029,353	16,659	166,150	486,983
Wisconsin	58,545,441	845,295	238,742	94,473	705,593	362,234	343,359	3,564,014	1,851,792	1,598,728	1,189,329	45,514	143	788,064	187,479
WEST NORTH CENTRAL:															
Minnesota	63,910,846	1,125,023	.....	95,314	323,200	96,100	227,100	178,187	1,161,131	1,091,860	494,434	87,843	3,931	31,682	67,512
Iowa	70,047,254	1,374,606	578,449	305,563	1,328,613	354,613	974,000	250,771	1,335,293	3,552,039	2,225,961	101,736	6,558	228,140	196,467
Missouri	171,731,355	280,646	849,031	550,556	470,000	470,000	.....	1,680,924	1,700,518	2,825,768	260,327	66,904	43,482	3,834,648	250,498
North Dakota and South Dakota	1,676,400	.....	.....	.....	74,000	.....	74,000	.....	22,071	54,713	1,307	.....	.....	1,332	1,632
Nebraska	30,169,056	103,298	278,936	305,116	6,400,500	6,019,500	381,000	.....	307,882	873,245	78,744	8,831	300	55,340	68,053
Kansas	32,757,689	272,785	3,000	190,212	202,577	150,776	51,801	13,195	196,633	795,012	154,922	263,405	.....	77,358	128,678
SOUTH ATLANTIC:															
Delaware, Maryland, and District of Columbia	166,874,464	110,345	1,074,061	9,352,190	3,116,000	.....	3,116,000	1,140,029	1,634,270	5,774,417	840,726	1,606,494	72,479	1,650,344	793,473
Virginia	67,844,255	2,564,240	1,079,462	437,953	1,835,500	1,344,000	491,500	206,056	770,514	3,155,314	971,886	1,182,207	21,799	659,465	1,201,508
West Virginia	43,430,598	4,779,024	4,842,700	450,168	3,409,900	530,400	2,879,500	398,997	511,089	1,474,201	451,611	431,541	13,041	298,590	716,504
North Carolina	20,226,096	2,267,435	727,804	3,847,583	226,386	22,386	204,000	5,805	319,059	1,309,054	578,542	223,584	103	102,352	21,723
South Carolina	30,346,355	5,084,583	250,000	2,471,831	235,000	.....	235,000	122,989	300,801	1,276,408	724,400	58,419	3,650	202,867	.....
Georgia	94,928,096	55,348	210,434	4,606,706	269,700	28,700	241,000	5,003	969,481	3,898,797	680,406	70,601	185	769,922	15,162
Florida	14,573,464	140,039	.....	.....	412,500	130,000	282,500	100,001	310,853	506,712	51,737	1,788	.....	177,755	56,379
EAST SOUTH CENTRAL:															
Kentucky	40,940,844	3,000	4,030,000	16,142	151,752	150,000	1,752	1,406,883	236,939	696,677	7,800	235,828	336	348,078	424,112
Tennessee	54,488,145	20,656	351,380	6,370	1,719,285	931,285	788,000	9,915	579,461	910,369	1,642,214	328,522	5,473	392,561	69,363
Alabama	38,843,344	155,255	101,273	418,227	176,217	3,217	173,000	61,450	466,335	890,902	436,366	368,948	71,720	148,626	59,021
Mississippi	12,489,409	137,273	72,960	.....	231,031	.....	231,031	.....	123,206	231,776	27,549	220,067	16,666	42,290	451,844
WEST SOUTH CENTRAL:															
Arkansas	14,512,299	608,193	192,288	263,756	242,592	88,300	154,292	.....	152,257	386,512	584,892	46,067	83,056	73,724	11,326
Louisiana	59,354,946	7,476,706	150,000	11,917	7,000	.....	7,000	543,222	769,219	1,025,148	462,764	873,938	26,517	102,715	44,498
Oklahoma	16,955,225	70,471	65,866	50,000	1,882,426	1,017,426	865,000	7,218	188,829	511,672	744,339	86,321	11,867	209,087	205,578
Texas	77,697,224	1,568,698	.....	5,558	2,679,900	1,414,900	1,265,000	158,944	851,584	1,555,039	28,831	1,152,532	23,404	654,771	400,645
MOUNTAIN:															
Montana	6,562,477	473,964	.....	452,929	97,256	.....	97,256	19,035	112,521	193,193	23,071	45,149	74	3,756	104,583
Colorado	51,418,660	7,339	.....	1,024,299	1,937,100	305,700	1,631,400	418,464	434,426	1,141,607	55,935	8,283	20,801	124,161	911,536
Idaho and Wyoming	4,365,497	24,076	.....	.....	200	.....	200	2,400	50,487	42,032	.....	786	.....	904	25,628
Nevada and Utah	25,444,232	13,190,076	.....	651,847	2,549,322	.....	2,549,322	1,490	419,477	568,973	4,132,219	41,793	33,646	263,279	261,393
New Mexico and Arizona	5,380,675	69,084	.....	7,705	4,000	.....	4,000	3,841	49,611	134,879	437,901	854	.....	1,322	467,316
PACIFIC:															
Washington	144,631,230	3,182,409	14,720,859	896,830	4,384,257	.....	4,384,257	4,796,605	1,638,667	3,987,138	138,448	2,697,105	22,101	1,062,194	4,098,476
Oregon	79,798,979	2,018,190	5,150,402	458,995	109,008	.....	109,008	394,359	608,662	1,310,212	322,904	1,406,017	324	121,635	3,272,904
California	350,537,849	2,157,254	23,943,285	2,522,184	467,931	.....	467,931	13,320,151	3,555,668	5,931,978	30,439,612	3,871,793	450,886	758,175	15,376,315
Hawaii and Porto Rico	4,198,136	174,077	79,050	.....	.....	.....	.....	.....	164,793	79,345	.....	235,307	.....	23,819	11,384

Division and state.	Total assets or liabilities.	Liabilities. Capital stock. Total.	Capital stock. Common.	Capital stock. Preferred.	Funded debt.	Real estate mortgages.	Floating debt.	Reserves.	Accounts payable.	Interest, rents, and taxes due and accrued.	Dividends due.	Premium on capital stock and funded debt.	Accrued depreciation.	Sundries.	Profit and loss surplus for companies showing a surplus.	Net surplus.[1]
United States	$6,272,617,041	$2,473,846,651	$2,012,189,294	$461,657,357	$3,051,179,272	$7,197,895	$166,592,226	$75,744,518	$87,947,134	$96,782,627	$6,217,369	$12,224,698	$73,933,756	$64,138,184	$156,812,709	$78,072,029
Geographic divisions:																
New England	440,118,742	214,623,905	185,863,037	28,760,868	157,287,903	154,748	22,413,226	4,950,761	6,597,947	5,197,732	34,777	7,696,028	4,109,324	7,698,387	9,304,004	6,708,921
Middle Atlantic	2,290,287,063	792,359,082	707,608,604	84,750,478	1,237,759,368	4,494,007	37,163,565	30,707,836	30,448,736	37,809,869	3,136,000	1,892,606	18,647,767	22,697,642	63,170,605	28,850,977
East North Central	1,382,121,491	556,544,516	431,003,318	125,541,198	644,497,191	1,036,702	38,001,207	25,580,209	26,824,175	24,438,941	1,518,764	209,232	12,700,638	13,915,405	36,854,511	24,829,858
West North Central	410,182,297	166,644,129	119,924,763	46,719,366	192,474,741	743,640	8,846,338	3,804,162	5,305,922	4,770,103	162,197	18,013	13,496,589	1,958,069	11,958,394	11,246,559
South Atlantic	530,931,227	218,572,558	165,833,017	52,739,541	252,412,879	85,875	17,270,086	3,686,919	6,108,199	5,389,089	771,955	7,131	6,859,961	3,990,719	15,775,856	12,971,112
East South Central	165,263,866	64,500,399	50,001,499	14,558,900	85,919,236	.....	3,995,944	1,069,735	2,334,918	2,501,401	341,272	3,700	815,690	686,286	3,035,285	2,030,945
West South Central	195,871,880	85,490,874	67,498,057	17,992,817	91,430,280	68,581	3,818,728	1,680,388	2,593,364	2,498,265	10,544	2,625	2,466,089	905,175	4,906,997	4,244,651
Mountain	124,327,564	43,539,680	38,174,880	5,364,800	65,220,101	28,750	3,138,013	787,553	1,313,379	2,201,236	105,658	156,536	2,899,307	321,531	4,345,820	2,475,364
Pacific	743,512,891	331,211,508	246,282,119	84,929,389	324,177,573	585,592	31,945,121	3,476,955	6,420,494	11,975,991	86,202	2,238,827	11,998,421	11,964,970	7,461,237	*15,286,358*
New England:																
Maine	43,034,377	16,637,736	12,082,768	4,604,968	22,407,307	10,075	568,459	136,004	366,915	640,756	56,598	.....	981,010	14,017	1,215,500	819,660
New Hampshire	6,460,484	3,306,900	3,236,900	70,000	1,871,647	15,573	313,950	20,636	80,399	44,579	18,292	408,812	141,330	44,674	193,392	88,634
Vermont	7,105,508	2,836,250	2,661,750	174,500	2,699,790	.....	476,741	12,166	187,537	52,171	387	.....	38,804	75,977	725,685	626,137
Massachusetts	241,306,756	105,842,899	90,834,399	15,008,500	97,342,916	128,800	15,337,047	2,137,046	4,881,593	3,005,834	9,500	7,287,216	2,525,740	716,689	2,091,476	211,544
Rhode Island and Connecticut	142,211,617	86,000,120	77,097,220	8,902,900	32,966,243	.....	5,717,029	2,644,909	1,081,503	1,454,392	.....	.....	422,440	6,847,030	5,077,951	4,962,946
Middle Atlantic:																
New York	1,343,272,977	383,441,298	347,044,393	36,396,905	790,000,304	1,135,200	20,484,963	25,075,741	22,292,710	26,155,644	3,121,082	1,882,173	12,260,613	19,079,428	38,343,821	11,015,759
New Jersey	198,225,266	85,888,455	83,791,655	2,096,800	99,648,497	298,435	822,471	2,550,742	2,322,012	3,508,258	4,015	10,120	549,336	132,598	2,495,327	218,677
Pennsylvania	738,788,840	323,029,329	276,772,556	46,256,773	348,110,567	3,050,372	15,856,131	3,081,353	5,834,014	8,150,967	10,903	313	5,837,818	3,485,616	22,331,457	17,616,541
East North Central:																
Ohio	444,469,633	227,296,860	176,197,380	51,099,480	157,626,869	359,974	11,392,575	7,661,691	8,899,752	11,905,136	1,248,008	168,624	3,357,637	3,171,132	11,381,375	6,478,537
Indiana	223,989,344	104,115,780	72,472,975	31,642,805	94,642,912	375,000	4,941,355	1,556,265	2,922,311	3,092,204	158,705	8	627,279	4,204,787	7,352,738	6,637,319
Illinois	493,941,930	161,638,771	128,801,808	32,836,963	279,652,688	23,120	14,497,329	10,054,870	7,366,581	8,014,521	40,140	40,600	2,220,649	4,743,714	5,648,947	*83,057*
Michigan	150,065,977	47,520,545	42,877,295	4,643,250	77,235,682	213,752	3,905,181	707,032	2,970,124	733,852	1,260	.....	6,025,279	1,023,627	9,729,643	9,242,710
Wisconsin	69,654,607	15,972,560	10,653,860	5,318,700	35,339,040	64,856	3,264,767	5,600,351	4,665,407	693,228	70,651	.....	469,794	772,145	2,741,808	2,554,329
West North Central:																
Minnesota	68,570,963	30,458,749	26,205,628	4,253,121	25,652,226	381,000	48,842	278,816	446,944	1,455,701	.....	.....	7,820,053	469,912	1,558,720	1,491,208
Iowa	81,530,460	29,144,720	21,434,300	7,710,420	37,344,091	297,540	5,711,252	486,081	2,815,115	976,452	122,548	17,293	1,722,504	496,717	2,396,147	2,200,680
Missouri	184,544,657	67,911,310	41,913,110	25,998,200	100,242,274	62,100	1,980,590	2,665,896	1,301,180	1,723,223	449	.....	1,617,550	613,225	6,426,860	6,176,362
North Dakota and South Dakota	1,831,455	629,874	629,874	.....	803,000	3,000	62,150	6,570	132,465	19,154	.....	.....	65,633	45,232	64,377	62,745
Nebraska	38,649,301	21,533,676	13,789,476	7,744,200	13,652,300	.....	255,784	181,533	322,329	427,114	11,867	.....	1,751,604	94,197	418,807	350,754
Kansas	35,055,461	16,965,800	15,952,375	1,013,425	14,780,850	.....	787,720	185,266	287,889	168,459	27,333	720	519,155	238,786	1,093,483	964,810
South Atlantic:																
Delaware, Maryland, and District of Columbia	194,039,292	68,379,550	57,058,300	11,321,250	108,806,654	6,000	4,154,192	471,753	1,236,325	2,331,722	298,247	5,543	2,557,738	2,349,360	3,442,208	2,648,735
Virginia	81,930,154	30,809,450	20,366,450	10,443,000	39,780,706	.....	3,555,869	1,291,539	1,386,169	1,541,657	9,000	.....	1,734,216	772,783	1,048,765	*152,758*
West Virginia	61,207,934	26,984,548	20,845,157	6,139,391	26,543,234	.....	3,293,270	257,470	1,056,153	466,388	.....	1,588	768,168	46,171	1,790,944	1,074,440
North Carolina	29,865,526	15,104,690	11,795,790	3,308,900	11,221,200	9,000	443,041	785,474	539,808	193,258	70,454	.....	64,248	91,289	1,343,064	1,321,341
South Carolina	41,077,253	20,280,100	17,956,100	2,324,000	16,255,900	.....	1,219,466	68,815	667,716	339,015	.....	.....	114,667	127,069	2,004,505	2,004,506
Georgia	106,479,839	49,568,420	31,515,420	18,053,000	44,075,685	70,875	3,591,829	734,203	1,013,497	435,314	394,254	.....	816,418	537,093	5,242,251	5,227,089
Florida	16,331,229	7,445,800	6,295,800	1,150,000	5,729,500	.....	1,012,419	77,665	208,531	81,735	.....	.....	804,506	66,954	904,119	847,740
East South Central:																
Kentucky	48,498,391	22,312,675	18,794,775	3,517,900	23,293,471	.....	663,166	344,140	770,828	418,560	188,587	.....	216,788	23,958	246,218	*177,894*
Tennessee	60,523,714	21,626,421	14,376,421	7,250,000	33,206,662	.....	1,901,139	299,068	383,369	1,095,324	125,000	.....	308,293	59,036	1,519,402	1,450,039
Alabama	42,197,693	14,897,068	11,397,068	3,500,000	22,898,453	.....	1,047,556	414,248	746,569	410,368	27,685	3,700	244,244	554,969	952,833	893,812
Mississippi	14,044,068	5,724,235	5,433,235	291,000	6,520,650	.....	364,083	12,279	434,152	577,149	.....	.....	46,365	48,323	316,832	*135,018*
West South Central:																
Arkansas	17,156,961	6,592,034	4,115,117	2,476,917	9,109,368	20,000	94,141	294,418	178,228	335,962	4,678	.....	86,886	36,084	405,162	393,837
Louisiana	70,848,590	28,140,000	20,445,000	7,695,000	37,852,348	.....	199,133	284,691	741,589	1,269,305	.....	.....	606,142	382,152	1,273,230	1,228,732
Oklahoma	20,989,199	10,242,940	7,922,040	2,320,900	8,824,000	.....	555,745	26,410	200,215	299,627	.....	.....	226,197	174,635	439,430	233,562
Texas	86,877,130	40,515,900	35,015,900	5,500,000	35,634,564	48,581	2,969,709	1,074,869	1,473,332	593,371	5,866	2,625	1,456,834	312,304	2,789,175	2,388,530
Mountain:																
Montana	8,088,008	3,996,928	3,280,528	716,400	2,650,388	.....	122,894	509,301	85,501	60,304	29,365	.....	378,680	20,389	234,258	129,675
Colorado	57,512,611	20,494,827	18,300,827	2,194,000	31,790,913	.....	1,351,757	25,790	474,098	1,082,072	76,298	156,536	725,618	143,940	1,190,767	279,281
Idaho and Wyoming	4,512,010	1,882,000	1,882,000	.....	2,340,000	13,000	35,000	95,292	28,733	43,917	.....	.....	14,641	19,840	39,587	13,959
Nevada and Utah	47,657,747	13,674,725	11,194,725	2,480,000	26,612,000	15,750	1,387,372	88,889	658,585	520,864	.....	.....	1,706,728	134,382	2,858,452	2,497,059
New Mexico and Arizona	6,557,188	3,791,200	3,516,800	274,400	1,836,800	.....	240,990	68,281	66,462	494,079	.....	.....	43,640	2,980	22,756	*444,560*
Pacific:																
Washington	186,206,319	82,996,144	57,439,677	24,656,467	75,423,927	.....	11,671,184	370,966	933,198	1,817,427	.....	.....	3,683,991	5,808,584	4,400,898	302,422
Oregon	94,973,491	28,388,900	17,509,300	10,879,600	56,472,062	200,092	5,116,246	117,948	368,382	1,262,727	86,172	.....	1,531,904	862,560	566,478	*2,706,386*
California	462,333,081	220,726,464	171,333,142	49,393,322	192,281,564	385,800	15,157,691	2,988,041	5,118,914	8,896,837	30	2,238,827	6,752,526	5,293,826	2,493,861	*18,882,454*
Hawaii and Porto Rico	4,965,911	2,838,109	2,838,109	.....	553,889	.....	426,494	330,257	44,278	23,510	14,687	.....	215,175	73,085	427,127	415,743

[1] Italic figures denote deficit.

TABLE 162.—EMPLOYEES, SALARIES, AND WAGES OF OPERATING COMPANIES, BY CLASSES OF

	Division and state.	Number of companies.	Total.		Salaried employees.			
			Number.	Salaries and wages.	Total.		Salaried officers of corporation.	
					Number.	Salaries.	Number.	Salaries.
1	United States	943	294,836	$267,240,362	27,151	$33,909,674	1,883	$6,786,469
	Geographic divisions:							
2	New England	86	32,606	31,600,948	2,619	3,380,660	169	608,405
3	Middle Atlantic	241	97,452	87,460,013	7,824	10,083,012	489	1,931,154
4	East North Central	223	69,742	65,252,535	5,744	6,918,497	450	1,537,876
5	West North Central	83	24,048	21,028,682	2,355	2,904,538	155	563,081
6	South Atlantic	94	22,872	17,600,854	2,542	3,142,141	237	799,257
7	East South Central	49	8,576	6,809,520	1,088	1,073,634	84	216,178
8	West South Central	68	9,771	7,805,552	1,256	1,566,988	104	317,530
9	Mountain	39	4,868	4,498,608	536	641,075	60	108,135
10	Pacific	60	24,891	25,485,640	3,152	4,247,134	135	714,853
	New England:							
11	Maine	16	1,908	1,665,721	178	221,177	27	61,930
12	New Hampshire	13	669	481,000	65	57,308	21	18,769
13	Vermont	9	311	250,305	54	51,458	16	19,561
14	Massachusetts	39	21,330	21,395,219	1,720	2,271,754	77	362,720
15	Rhode Island and Connecticut	9	8,453	7,958,808	602	778,968	28	140,405
	Middle Atlantic:							
16	New York	100	61,434	54,420,405	4,983	6,561,383	221	1,131,350
17	New Jersey	22	7,461	7,898,127	589	788,344	39	211,737
18	Pennsylvania	119	28,557	25,142,481	2,202	2,691,285	229	588,067
	East North Central:							
19	Ohio	74	22,853	19,824,059	1,895	2,359,521	170	592,807
20	Indiana	32	8,184	6,586,842	1,109	1,154,065	74	223,294
21	Illinois	73	24,239	23,977,886	1,708	2,088,086	117	411,519
22	Michigan	21	10,681	10,951,653	608	824,261	61	212,430
23	Wisconsin	21	3,795	3,912,085	431	512,641	28	77,826
	West North Central:							
24	Minnesota	10	4,970	5,258,160	571	848,578	25	144,799
25	Iowa	22	4,576	3,735,767	674	686,212	45	114,288
26	Missouri	20	10,332	9,080,380	794	949,268	26	172,947
27	North Dakota and South Dakota	6	155	122,957	17	25,481	5	8,228
28	Nebraska	6	1,845	1,587,524	137	236,677	13	60,210
29	Kansas	19	1,680	1,308,735	162	178,957	31	62,609
	South Atlantic:							
30	Delaware, Maryland, and District of Columbia	19	9,431	7,635,089	1,672	1,239,985	77	286,482
31	Virginia	16	3,488	2,547,194	317	362,457	45	147,176
32	West Virginia	19	2,446	1,727,688	285	358,822	21	82,040
33	North Carolina	12	1,382	948,524	170	179,388	16	30,549
34	South Carolina	7	1,080	976,080	139	192,576	25	71,021
35	Georgia	13	3,080	2,535,349	421	681,622	48	174,088
36	Florida	5	1,029	886,128	213	301,958	10	54,806
	East South Central:							
37	Kentucky	11	2,357	2,388,876	219	273,335	21	50,142
38	Tennessee	14	2,963	2,395,084	372	411,644	39	90,863
39	Alabama	13	2,139	1,665,685	326	388,388	18	90,877
40	Mississippi	11	637	360,080	191	90,069	15	14,296
	West South Central:							
41	Arkansas	10	665	335,080	120	138,355	22	36,582
42	Louisiana	11	3,149	2,388,639	376	524,535	14	38,986
43	Oklahoma	15	1,043	738,576	132	156,159	10	37,683
44	Texas	32	4,914	4,339,658	719	848,521	60	204,289
	Mountain:							
45	Montana	4	486	572,604	49	70,985	3	6,085
46	Colorado	15	2,482	2,136,551	305	388,242	22	52,440
47	Idaho and Wyoming	4	398	338,380	34	35,449	3	3,080
48	Utah and Nevada	4	1,332	1,308,551	152	162,758	26	35,336
49	New Mexico and Arizona	4	168	137,721	42	44,239	9	5,394
	Pacific:							
50	Washington	16	5,557	6,388,685	988	1,383,787	45	335,551
51	Oregon	5	3,867	2,908,738	325	621,436	21	148,137
52	California	32	15,457	16,217,215	1,745	2,239,771	69	229,175
53	Hawaii and Porto Rico	4	383	472,358	39	98,362	11	21,582

OCCUPATION, BY GEOGRAPHIC DIVISIONS AND STATES, AND HAWAII AND PORTO RICO: 1917.

SALARIED EMPLOYEES—continued.				WAGE EARNERS.								
Managers and superintendents.		Clerks, stenographers, and other salaried employees.		Total.		Conductors.		Motormen.		All other employees.		
Number.	Salaries.	Number.	Salaries.	Number.	Wages.	Number.	Wages.	Number.	Wages.	Number.	Wages.	
2,889	$6,205,507	22,379	$20,917,698	267,675	$233,330,668	68,352	$62,992,587	67,832	$64,229,557	131,491	$106,108,544	1
280	615,984	2,170	2,161,271	29,987	28,220,288	8,231	7,715,617	8,246	7,962,450	13,510	12,542,221	2
661	1,527,665	6,674	6,574,198	89,628	77,427,001	21,233	19,135,688	20,404	19,315,911	47,991	38,975,402	3
704	1,512,907	4,590	3,867,714	63,996	56,334,038	16,197	16,426,411	16,268	16,694,628	31,513	25,212,999	4
234	504,951	1,966	1,836,506	21,693	18,124,144	5,755	5,112,388	5,850	5,365,775	10,088	7,642,981	5
355	655,517	1,950	1,687,367	20,330	14,458,723	5,531	4,076,482	5,322	4,011,247	9,477	6,370,994	6
148	282,189	861	575,257	7,483	5,435,896	2,129	1,665,393	2,141	1,691,640	3,213	2,078,863	7
172	317,672	980	933,791	8,515	6,236,559	2,441	1,951,477	2,632	2,135,871	3,442	2,149,211	8
96	214,930	380	323,010	4,332	3,855,533	1,058	1,046,376	1,040	1,050,307	2,234	1,758,850	9
239	573,692	2,808	2,958,589	21,709	21,238,506	5,777	5,862,755	5,909	5,996,728	10,023	9,377,023	10
33	78,246	118	86,001	1,725	1,444,544	434	359,452	451	373,974	840	711,118	11
16	18,382	28	20,152	544	423,697	173	128,712	172	130,116	199	164,869	12
11	16,390	27	15,487	257	207,747	74	55,121	75	56,715	108	95,911	13
159	341,544	1,484	1,567,490	19,610	18,964,465	5,352	5,197,948	5,340	5,317,077	8,918	8,449,440	14
61	166,422	513	472,141	7,851	7,179,835	2,198	1,974,384	2,208	2,084,568	3,445	3,120,883	15
263	727,423	4,479	4,702,610	56,471	47,868,022	11,554	10,120,106	10,735	10,366,448	34,182	27,371,468	16
87	184,542	443	384,065	6,892	7,107,783	2,112	2,131,802	2,114	2,135,663	2,666	2,840,318	17
311	615,700	1,752	1,457,518	26,255	22,451,196	7,567	6,873,780	7,555	6,813,800	11,143	8,763,616	18
256	531,005	1,469	1,235,719	20,958	17,464,528	5,085	4,806,962	5,054	4,775,468	10,819	7,882,098	19
124	235,610	911	695,144	7,075	5,432,794	1,524	1,239,320	1,538	1,269,818	4,013	2,923,656	20
163	319,019	1,423	1,337,478	22,526	21,909,870	5,713	6,700,207	5,759	6,900,601	11,054	8,309,062	21
100	248,991	445	342,840	10,075	10,127,422	2,957	2,748,907	2,994	2,767,657	4,124	4,610,858	22
61	178,282	342	256,533	3,364	3,399,424	918	931,015	943	981,084	1,503	1,487,325	23
29	90,961	517	604,798	4,399	4,417,522	1,357	1,351,766	1,380	1,409,999	1,662	1,655,755	24
91	169,509	533	411,415	4,202	3,093,555	827	782,745	884	796,021	2,491	1,564,789	25
64	147,731	694	619,525	9,728	8,150,396	2,689	2,313,251	2,629	2,391,329	4,410	3,445,816	26
8	11,952	4	3,301	138	99,476	45	33,460	56	30,315	37	26,701	27
11	33,025	113	132,842	1,708	1,301,457	471	426,848	478	437,324	759	437,285	28
31	51,753	100	64,625	1,518	1,061,738	366	254,316	423	294,787	729	512,635	29
166	278,154	829	704,272	8,359	6,374,151	2,489	1,976,065	2,347	1,875,166	3,523	2,522,920	30
44	110,345	228	105,916	3,089	2,183,757	927	611,823	862	597,021	1,300	974,913	31
33	60,780	151	143,022	2,241	1,530,644	575	437,606	500	411,004	1,157	682,034	32
33	52,091	121	96,858	1,222	760,986	246	168,888	263	181,265	713	410,833	33
23	42,679	91	74,176	1,360	788,214	291	191,526	290	196,878	779	399,810	34
36	70,768	342	356,751	3,248	2,236,737	736	497,849	785	552,457	1,727	1,186,431	35
20	40,700	188	206,362	811	584,234	267	192,725	266	197,456	278	194,053	36
42	72,285	156	151,096	2,638	1,960,355	795	636,215	777	626,386	1,066	697,754	37
47	111,663	305	209,118	2,581	1,826,370	788	588,036	721	582,449	1,107	655,885	38
37	67,478	333	170,033	1,741	1,346,640	513	397,233	492	374,373	736	575,034	39
22	30,763	67	45,010	523	302,531	68	43,909	151	108,432	304	150,190	40
22	32,078	85	57,887	516	429,312	115	92,423	210	163,417	191	173,472	41
35	66,614	227	218,926	2,893	1,935,908	902	652,972	879	660,347	1,112	622,584	42
38	51,390	75	108,056	911	602,747	200	154,235	261	197,942	450	250,570	43
77	167,590	593	548,922	4,195	3,268,597	1,224	1,051,847	1,282	1,114,165	1,689	1,102,585	44
16	29,097	30	35,745	437	501,697	102	138,792	125	167,177	210	195,728	45
42	104,646	197	141,654	2,141	1,826,791	608	534,603	525	468,779	1,008	823,409	46
10	12,329	21	18,111	170	152,769	54	48,370	61	55,416	55	48,983	47
21	53,676	107	103,746	1,401	1,196,795	257	287,629	259	298,719	885	615,447	48
7	15,182	25	23,754	183	177,481	37	36,962	70	65,216	76	75,283	49
81	171,836	774	818,320	4,957	4,975,320	958	963,807	1,264	1,230,827	2,735	2,780,686	50
26	75,347	493	424,962	2,522	2,366,342	708	666,189	646	614,558	1,168	1,085,495	51
132	326,509	1,546	1,715,287	14,230	12,896,844	4,111	4,282,759	3,999	4,153,243	6,120	5,510,842	52
3	13,640	56	49,340	512	387,815	151	115,412	155	123,598	206	148,805	53

TABLE 168.—MUNICIPAL AND STATE RAILWAYS: 1917.

	MUNICIPAL RAILWAYS.									State railway of North Dakota: Bismarck.[2]
	Total.	California: San Francisco.	Illinois.		Louisiana		Missouri: St. Louis.[1]	Washington.		
			Lincoln.	Pekin.	Alexandria.	Monroe.		Seattle.	Tacoma.[3]	
Track mileage (overhead trolley)	195.54	58.55	4.61	3.11	6.40	9.11	13.60	[4] 23.37	[5] 6.79	1.00
Running track	190.71	55.14	4.57	3.06	6.10	8.83	13.15	23.07	6.79	1.00
Main track	117.19	54.48	4.57	3.00	6.00	8.52	11.46	22.37	6.79	1.00
Road or first track	111.79	54.48	4.50	3.00	6.00	8.52	11.46	17.04	6.79	1.00
Second track	5.40		0.07					5.33		
Sidings and turnouts	3.52	0.66		0.06	0.10	0.31	1.69	0.70		
Track in car houses, storage yards, etc.	4.83	3.41	0.04	0.05	0.30	0.28	0.45	0.30		
ROLLING STOCK.										
Cars, number	208	198	7	5	13	10	7	17	9	1
Revenue cars	200	197	6	5	12	9	7	15	9	1
Passenger	256	197	6	5	12	9	5	14	8	1
Express, freight, baggage, and mail	4						2	1	1	
Service cars, work cars, snowplows, sweepers, sprinklers, etc.	6	1	1		1	1		2		
POWER.										
Energy purchased, kilowatt hours	36,976,871	21,223,107	44,275	163,880	1,000,000	511,000	2,502,614	1,071,210	460,676	(6)
TRAFFIC AND MILEAGE.										
Passengers carried	40,027,465	36,204,723	169,362	364,817	835,075	935,776	353,851	880,357	254,202	46,385
Revenue	33,430,057	30,165,157	143,048	364,817	697,563	805,776	215,603	880,357	156,726	46,385
Transfer	5,892,357	5,678,274	26,314			98,000			91,998	
Free	704,119	359,292	500		137,512	30,000	138,248		5,567	
Revenue car mileage	6,731,960	5,317,270	47,685	80,089	533,669	347,170	46,352	343,255	26,637	
Passenger	6,709,089	5,317,270	47,685	80,089	533,669	347,170	37,348	331,215	24,780	
Express, freight, and mail	22,871						9,004	12,040	1,857	
Revenue passengers per mile of track operated	287,089	547,119	31,362	119,231	112,715	91,028	22,624	35,985	23,052	
Revenue passengers per revenue passenger car mile	4.96	5.67	3.60	4.56	1.31	2.32	5.77	2.72	6.32	
FINANCIAL DATA.[7]										
Operating revenue	$2,052,354	$1,477,921	$8,919	$16,724	$34,657	$38,189	$20,108	$82,603	$26,445	$3,426
Operating expenses	1,462,719	1,249,351	6,145	11,947	32,480	30,893	20,108	66,416	23,614	7,770
Net revenue	589,635	227,630	774	4,777	2,177	12,744		16,213	2,834	4,344
Taxes	128,146	115,576	141						439	
Operating income	461,489	112,054	633	4,777	2,177	12,744		16,213	2,395	4,344
Nonoperating income	26,608	22,108							[8] 6,580	
Gross income	488,097	134,162	633	4,777	2,177	12,744		16,213	8,975	4,344
Deductions from gross income	388,038	282,659	1,380	432	3,362			18,125	1,380	
Interest on funded debt	388,977	256,659	1,380	432	2,330			18,125	1,380	
Interest on unfunded debt	1,016				1,016					
Net income, or deficit	99,061	148,498	887	4,345	1,189	12,744		34,338	7,595	4,344
EMPLOYEES, SALARIES, AND WAGES.										
Salaried employees:										
Number	53	45	1		2	3	1	1		
Salaries	$73,295	$65,730	$360		$733	$4,695	$360	$1,800		
Wage earners:										
Number	1,088	882	9	5	30	30	12	32	4	(9)
Conductors	488	398			11	12	4	9	2	(9)
Motormen	483	382	5	5	12	12	5	10	1	(9)
All other employees	165	135	1		7	6	3	12	1	(9)
Wages	$1,738,345	$1,600,612	$4,062	$3,300	$16,755	$15,594	$10,200	$37,126	$3,676	(9)
Conductors	787,551	346,638			6,368	8,142	3,600	11,000	1,496	(9)
Motormen	379,088	330,336	3,422	3,300	7,604	8,142	4,300	12,300	1,696	(9)
All other employees	571,706	532,700	640		3,135	2,302	2,300	13,827	280	(9)
CONDENSED BALANCE SHEET.										
Total assets or liabilities	$9,402,240	$7,356,575	$40,337	$64,725	$97,200	$90,330	$279,600	$736,880	$270,845	(9)
Assets.										
Road and equipment	7,135,613	5,595,791	38,000	60,000	78,000	74,000	274,000	520,394	242,320	(9)
Other permanent investments	347,045	347,045								(9)
Cash and other current assets	1,025,022	1,472,404	2,337	4,725	5,525	1,330		104,286	28,473	(9)
Profit and loss deficit	94,560				13,365	15,000		132,192		(9)
Liabilities.										
Cash investment, from taxes, etc., and profit and loss surplus	535,071	466,082	10,337	16,725		75,000	279,600	58,526	17,082	(9)
Funded debt	6,000,000	5,570,000	30,000	48,000	67,000			400,000	200,000	(9)
Floating debt, reserve and current and other liabilities	2,867,133	2,179,786			30,200	15,330		136,360	62,264	(9)

[1] St. Louis Water Works Railway, freight handled by steam locomotives.
[2] Figures cover period from Nov. 12 to Dec. 31, inclusive.
[3] Not included in general tables.
[4] Includes 1.37 miles operated under trackage rights.
[5] Includes 0.73 mile operated under trackage rights.
[6] Not reported.
[7] Italic figures denote deficit.
[8] Includes $5,580 dividends from general taxes.
[9] Not reported.

APPENDIX

APPENDIX.

SCHEDULE USED IN SECURING STATISTICS OF ELECTRIC RAILWAYS, 1917—OPERATING COMPANIES.

DEPARTMENT OF COMMERCE [A5—536]

BUREAU OF THE CENSUS

SAM L. ROGERS, DIRECTOR

CENSUS OF ELECTRIC RAILWAYS, 1917

OPERATING COMPANIES

EUGENE P. HARTLEY, CHIEF STATISTICIAN

All electric railways, and all steam railroads independent of blind of traction power, should be reported on this schedule. Nonoperating and lessor railway companies should be reported on schedule Form A5-540.

Name of Company _____

State in which operated _____ Post office of General Office _____

Post office of local operating office _____

AUTHORIZATION

The Act of Congress approved June 7, 1902, authorizes the Director of the Census to collect every fifth year statistics relating to the electric industries, including electric railways and electric light and power stations. The Act approved July 2, 1908, directs that it shall be the duty of every owner, president, treasurer, secretary, director, or other officer or agent of any establishment or company covered by the census inquiry, to furnish the information indicated by the schedules that have been prepared in conformity with these requirements.

The last census of electric railways covered the year 1912, and this schedule has been prepared for the census of 1917. The statistics should relate to the calendar year ending December 31, 1917. Except in the case of number of employees, all questions that relate to a single date, such as mileage of track, cash on hand, etc., should be of the date of the last day of the year covered by the report.

The answers to inquiries in regard to financial matters will be held absolutely confidential; the separate reports will be combined so as to show totals for all companies in each state. The information will be used only for the statistical purposes for which it is given, and will not be disclosed to any individual, state or local authority, or other Bureau or Department of the Federal Government.

Sam'l. L. Rogers

Director of the Census.

CERTIFICATE

This is to certify that the information contained in this schedule is complete and correct to the best of my knowledge and belief, and is covers the period from _____, 191 to _____, 191.

(Date and official designation of the person furnishing the information.)

(Address of person furnishing the information.)

(Signature of special agent.)

2

Each question should be answered; if not applicable, use word "None."

1. Write on the last page of the schedule the names of all companies reorganized, consolidated, or merged into the reporting company since December 31, 1916.

2. Write at the last page of the schedule the names and addresses of subsidiary or leased companies for which operating reports are included in this return. (If a nonoperating and lessor company, separate report must be made on schedule Form A5-540.)

3. Is electric current generated for sale for light or power? _____ If so, is there separate power plant or line construction? _____ Are data for electric light and power plant included in this report, or is separate report made for same? _____

PLANT.

4. Tracks. (For "Legend" give the track board for the rail use of the reporting company; for "Trackage rights or contract" give the track and track mileage of tracks in regular joint use with other companies, which is a part of the line and gross of the company and the value of land owned in this instance.)

	Miles (one message or a mile)					
	Owned.	Leased.		Operated under trackage rights or contract.		Total operated.
		From electric companies.	From steam companies.	From electric companies.	From steam companies.	
Road or first track						
Second track						
Other main track (third, fourth, etc.)						
Total main track						
Sidings and turnouts						
Total running track						
Tracks in car houses, storage yards, etc.						
Total of all tracks						

CLASSIFICATION OF TRACK.	Miles of Track.			Total miles of track operated.
	Operated under trackage rights or contract.	Total operated.		
Overhead trolley			City and suburban lines	
Conduit trolley			Interurban lines	
Third rail			(The operated total should agree with total of all miles operated.)	
Cable			On public highways	
Steam			On private right of way owned or leased by reporting company	
Animal			On private right of way not owned nor leased by reporting company, leased or that operated under trackage rights or contract	
Self-propelled cars (kind _____)				
Other (kind _____)				
Totals (should agree with total of all tracks operated)			Elevated	
			In subways and tunnels	
			(Not to include elevated or depressed tracks in subways or tunnels on city streets.)	

5. If track extends into more than one state, give the number of miles of track in each state. (The total operated should be segregated by states.)

Running track _____

Track in car houses, storage yards, etc. _____

6. Accidents. (Accidents to trivial or not to cause the death or bodily injury of persons, or more than $100 damage to the property of any carrier, should not be reported; nor should any accident be reported which may properly come under the operation of a [illegible])

	Killed or died from injuries.	Permanently injured or maimed.	Other and less serious accidents.
Trainmen			
Employees of company (?)			
All other persons (?)			

Note: (1) Accidents to employees or other persons while on and for more than four days in the employ during the six days immediately preceding the date of injury, should be included in the table only if it be specified that the person is more than one day.

(2) An accident to a person other than an employee should be included in the table only if it be specified that the person is more than one day.

3

Each question should be answered; if not applicable, use word "None."

7. Cars. (Accounts for cars owned, leased, held in operating, or temporarily out of service, or operated or "Express, freight, fast, and baggage cars" must be divided solely to one or more of these specified uses. Parlor, sleeping, dining, and private cars should be included in passenger cars.)

CLASS.	Number.
Passenger cars:	
Closed	
Open	
Convertible or semiconvertible (closed and open)	
Combination: Passenger with baggage, express, freight, or mail	
Nonpassenger cars: Express, freight, or baggage _____; mail _____	
Total revenue cars	
Service cars (nonrevenue): Snow plows _____; sweepers _____; sprinklers _____; work cars, etc. _____	
Total cars	
Freight cars (included above but here shown separately)	
Special cars (included above as passenger cars but here shown separately):	
Parlor _____; sleeping _____; dining _____; private _____; other (kind _____)	
Electric locomotives	

Railway Cars equipped with air brakes _____; with other power brakes (kind _____) _____; with hand brakes exclusively _____. (If all cars are not accounted for the discrepancy should be explained.)

Motors: Number of cars available for service at any one time equipped with one motor _____; two motors _____; three motors _____; four motors _____.

8. Power-plant equipment. (Include all generating units in all the plants owned by the report, and give the total horsepower for all installed in each group.)

GENERATING POWER PLANT.	Total.	100 H. P. or under.	Over 100 H. P. and under 1,000 H. P.	Over 1,000 H. P. and under 5,000 H. P.	5,000 H. P. and over.
Steam engines (not turbines), number					
Total capacity in horsepower					
Steam turbines, number					
Total capacity in horsepower					
Internal-combustion engines (number)					
Total capacity in horsepower					
Water wheels and turbines, number					
Total capacity in horsepower					

9. Electrical generators. (Give the total number of each of the three kinds of dynamos, and the total rated capacity in kilowatts of all machines of each class. If machines are rated in kilo-volt-amperes (KVA) give commercial equivalent in kilowatts.)

	Total.		Operated by water power.		Operated by other power.	
	Number.	Total rated capacity in kilowatts.	Number.	Total rated capacity in kilowatts.	Number.	Total rated capacity in kilowatts.
Dynamos:						
Direct-current, constant voltage						
Direct-current, constant amperage						
Alternating and polyphase current						

Are machines rated in KVA? _____ If so, is capacity reported in KW equivalent? _____

10. Output of station and current purchased. (The output must be obtained from the total voltage and amperage, or from the actual watt or kilowatt reading of dynamo meters at the switchboard.)

Kilowatt hours in 1917: Generated _____ Purchased _____ Total _____

Delivered to car lines _____ For electric lighting (approximately) _____

For power other than car lines (approximately) _____ For all other purposes (approximately) _____ Distribution and line losses (approximately) _____

(When alternating current is generated and delivered through substations or D. C. the amount generated should be included with the total kilowatt output.)

4

Each question should be answered; if not applicable, use word "None."

11. Substation equipment. (Include equipment of all substations, whether owned or leased, or which may operate substations. Give total number of each class of machine.)

	Number.	Unit.	Total rated capacity.
Rotary converters and motor-generator sets		Kilowatts	
Boosters		Kilowatts	
Transformers		Kilowatts	
Auxiliary generators		Kilowatts	
Storage battery cells		Ampere hours	

12. Traffic and mileage. (In computing car miles the half-trips or shorts to complete the cycle, these and one half-trips to travel to or back to the garage of the company. In this case, please note the fact on the first page of the schedule. Total mileage should not be reported or both.)

	Number.
Revenue passengers carried	
Transfer passengers carried	
Free passengers carried. (Give estimate of total number for year)	
TOTAL PASSENGERS CARRIED	
Revenue-car mileage of passenger cars, including combination passenger and baggage, express, or mail cars	
Express, mail, and freight car mileage	
TOTAL REVENUE-CAR MILEAGE	
Revenue-carbarns of passenger cars, including combination passenger and baggage, express, or mail cars	
Express, freight, and mail car hours	
TOTAL REVENUE CAR HOURS	
Revenue passengers per mile of track operated	
Revenue passengers carried per revenue-passenger car mile	
Revenue passengers carried per revenue-passenger car hour	
Fare charged per passenger within city limits _____ City _____ Fare _____ (If two rates in use, or more than one, give name of cities, and fare charged in each. If material limits granted by ordinances or charters, give such data with short statement of the limit.)	

FINANCIAL STATISTICS.

The following questions relating to financial operations correspond in the manner of presentation adopted by the United States Interstate Commerce Commission and used by the Interstate Railway Commission and by the States. The immediate operating data, all computations, comparisons of detail data, should report on this basis.

13. Income statement. (Give annual amounts which do include special charges. The term "net" means after deducting all charges, but not taxes. Interest, if paid, should be segregated, and also shown in the statement.)

I. C. C. accounts.	I. OPERATING INCOME.	
201	Railway operating revenues	$
213	Railway operating expenses	
	Net revenue (or deficit)—Railway operations	
202	Auxiliary operations—Revenues	
214	Auxiliary operations—Expenses	
	Net revenues (or deficit)—Auxiliary operations	
	Net operating revenue (or deficit)	
215	Taxes assignable to railway operations:	
	Real and personal property $	
	Earnings, capital and other $	
	Operating income (loss or net)	

SCHEDULE USED IN SECURING STATISTICS OF ELECTRIC RAILWAYS, 1917—OPERATING COMPANIES—Continued.

5

Each question should be answered; if not applicable, use word "None."

13. Income statement—Continued.

I. C. C. accounts.	II. NONOPERATING INCOME.	
502-510	Income from lease of road and other roads	$
511	Net income from miscellaneous physical property	
512	Dividend income	
517	Interest income	
518-522	Miscellaneous income (specify principal items)	
	Total nonoperating income	
	Gross income	
	III. DEDUCTIONS FROM GROSS INCOME.	
534	Rent of leased lines and terminals	
537	Miscellaneous rents	
542	Interest on funded debt	
543	Interest on unfunded debt	
545	Income transferred to other companies	
546, 547	Miscellaneous debits	
548, 549		
	Total deductions from gross income	
	Net income (on line)	
	IV. DISPOSITION OF NET INCOME.	
550	Dividends declared:	
	On common stock $	
	On preferred stock	
	Items assignable to net income	
560	Charge for sinking fund and other reserves	
561	Appropriations for investment in physical property	
562-567	Sundry appropriations of net income	
	Total appropriation of net income	
	Balance carried to surplus Cr. / Dr.	

14 A. Railway operating revenues.

I. C. C. accounts.	I. REVENUES FROM TRANSPORTATION.	
101	Passenger revenue	$
102, 103, 104	Baggage, express, and mail revenue	
105	Parlor, sleeping, dining, and special car revenue	
106	Mail revenue	
107	Freight revenue	
108, 109	Miscellaneous transportation revenue	
	II. REVENUES FROM OTHER RAILWAY OPERATIONS.	
113-117	Rent of tracks, equipment, and other railway property and facilities	
118	Power revenue	
119-124, 129	Other railway operating revenues	
	TOTAL RAILWAY OPERATING REVENUES	

6

Each question should be answered; if not applicable, use word "None."

14 B. Railway operating expenses.

Accounts.	Amounts.
I. WAY AND STRUCTURES:	
1. Superintendence of way and structures	$
2-18. Maintenance of way	
19-23. Maintenance of electric lines	
24. Buildings, fixtures, and grounds	
25. Depreciation of way and structures	
26, 27. Other operations (For offsetting with lighting plant or other departments if separate accounts are kept) ....Cr.	
TOTAL—WAY AND STRUCTURES	
II. EQUIPMENT:	
28. Superintendence of equipment	
29-34. Maintenance of equipment	
35-38. Miscellaneous equipment expenses	
39, 41. Depreciation of and retired equipment	
42, 43. Other operations (For offsetting with lighting plant or other) ....Cr.	
TOTAL—EQUIPMENT	
III. POWER:	
44. Superintendence of power	
45. Power plant buildings, fixtures, and grounds	
46-51. Maintenance of power equipment	
52. Depreciation of power plant buildings and equipment	
53. Power-plant employees	
54. Fuel for power	
55. Water for power	
56, 57, 58. Other power supplies and expenses	
59. Rotation employees	
60, 61. Power purchased and exchanged—Balance ....Cr.	Dr.
62, 63. Other operations (For offsetting with lighting plant or other departments if separate accounts are kept) ....Cr.	Dr.
TOTAL—POWER	
IV. CONVERTING TRANSFORMATION:	
64. Superintendence of transformation	
65, 66. Conductors, trainmen, and rotation	
67-72. Miscellaneous transportation expenses	
TOTAL—CONVERTING TRANSFORMATION	
V. TRAFFIC:	
73-82. Traffic expenses	
VI. GENERAL AND MISCELLANEOUS:	
83. Salaries and expenses of general officers	
84-87, 90, 91, 92-95. General expenses	
88. Injuries and damages	
89. Insurance	
97, 98. Rent of tracks, facilities, and equipment	
99, 100. Other operations (For offsetting with lighting plant or other) ....Cr.	Dr.
TOTAL—GENERAL AND MISCELLANEOUS	
VII. TRANSPORTATION FOR INVESTMENTS ....Cr.	

RECAPITULATION OF EXPENSES:	Total, or above.	Credits.	Net totals.
I. Way and structures	$	$	$
II. Equipment			
III. Power			
IV. Converting transportation			
V. Traffic			
VI. General and miscellaneous			
TOTAL RAILWAY OPERATING EXPENSES			

7

Each question should be answered; if not applicable, use word "None."

16. Balance sheet.

ASSETS.			LIABILITIES.		
I. C. C. accounts.	Item.	Amount.	I. C. C. accounts.	Item.	Amount.
401	Road and equipment	$	400	Capital stock: Common	$
402	Other physical property			Preferred	
	Stocks and bonds of other electric railway companies			Debentures	
	Stocks and bonds of companies other than electric railways		427-429	Funded debt	
403, 404	Treasury securities: Stock		430	Real estate mortgages	
405, 406	Bonds		431	Floating debt (loans and notes)	
	Other permanent investments (specify)		437, 441, 442, 444	Reserves	
411	Materials and supplies		451, 452, 454, 455	Accounts payable	
412-416, 418, 419	Cash and notes and accounts receivable		456, 458, 459	Interests, rents, and taxes due and accrued	
417, 420	Stock and bond discount		460	Dividends due	
421, 422	Sinking and other special funds		461, 462	Premium on capital stock and funded debt	
423	Interest, dividends, and rents receivable		443, 445	Accrued depreciation	
424-428, 430-436, 439	Sundries (specify principal items)		464, 465, 466-468, 469	Sundries (specify principal items)	
	Profit and loss deficit		401	Profit and loss surplus	
	Total			Total	

18. Employees, salaries, and wages.

The following wages reported here should be the total amount paid during the year and should also be included in the amounts reported in "Income statement" and "Balance sheet."

Report under "Salaried officers of corporation" the salaries of officers only, that is, officers who are directors, treasurer, general counsel, assistant general counsel, secretary, assistant secretary, and president.

Report under "Managers and superintendents" managers, superintendents, general superintendents, assistant and district superintendents.

Report under "Clerks, stenographers, and other salaried employees" clerks, stenographers, and employees, chemists, engineers, and other salaried employees.

Report under "Conductors" conductors, motormen, motor men, motormen, motor men, and motormen's helpers.

Report under "Motormen" motormen, motor men, and motormen's helpers.

Report under "All other employees" all other employees.

Report in the "Number" column the number of employees on the last day of the month, or if data are not available for that day or month, give the data for nearest representative or normal day, and state day and month here _____

	Number September 30, 1917.	Salaries and wages for year.
SALARIED EMPLOYEES:		
Salaried officers of corporation		$
Managers and superintendents		
Clerks, stenographers, and other salaried employees		
TOTAL FOR SALARIED EMPLOYEES		
WAGE EARNERS:		
Conductors		
Motormen		
All other employees (Do not include officers' salaries)		
TOTAL FOR WAGE EARNERS		

8

Each question should be answered; if not applicable, use word "None."

ANNUAL REPORT for electric railway which owns power plants but does not sell power. The FORM marked to be filled in duplicate at end of page 4.

17. Number of street lamps.

Account for electric lamps that are active on the last day of the year covered by this report.

	Number.
Arc lamps	
Incandescent lamps (include all filament lamps)	
Other varieties (specify kind)	

18. Income.

From electric light and power department. The income reported here should also be included under Inquiry 13, "Income statement" form.

	Amount.
Electric service.	
Commercial or private light, power, and heat (report income for power separately if practicable)	$
Commercial or private power (if income for power can be shown separately)	
Municipal street lighting, both arc and incandescent	
Sale of electric current to other public-service corporations	
Profit on merchandise sales	
Income from other sources for this department	
TOTAL INCOME FROM ELECTRIC LIGHT AND POWER DEPARTMENTS	$

19. If free electric service is furnished municipality or other government, give estimate of total amount that would have been received for the same, based upon the prevailing commercial rates _____

20. Fuel used.

Give the quantity of each of the five kinds of fuel used during 1917

	Unit of measure.	Quantity.
Coal, anthracite	Ton (2,240 lbs.)	
Coal, bituminous	Ton (2,000 lbs.)	
Coke	Ton (2,000 lbs.)	
Oil	Barrel	
Gas (state whether natural or manufactured)	1,000 cu. ft.	

REMARKS _____

SCHEDULE USED IN SECURING STATI

DEPARTMENT OF CO
BUREAU OF THE

CENSUS OF EL

NONOPE

Name of company

State in which operated Post

Name and address of operating company

AUTHORIZATION

The Act of Congress approved June 7, 1906, authorizes the every fifth year statistics relating to the electric industries, electric light and power stations. The Act approved July 2, duty of every owner, president, treasurer, secretary, director, or establishment or company covered by the census inquiry, to furn by the schedule that have been prepared in conformity with the The last census of electric railways covered the year 1912, and pared for the census of 1917. The statistics should relate to the calendar 31, 1917. All questions that relate to a single date, such as cash on hand, of the last day of the year covered by the report.

The answers to the inquiries will be held absolutely confidential, the separate be combined so as to show totals for all companies in each state. The information only for the statistical purposes for which it is given, and will not be disclosed to any state or local authority, or other Bureau or Department of the Federal Government.

Director of the Census.

CERTIFICATE

This is to certify that the information contained in this schedule is complete and correct to the best of my knowledge and belief, and is covers the period from 191 to 191

(Signature and official designation of the person furnishing the information.)

(Signature of Special Agent.) (Address of person furnishing the information.)

INQUIRY 11.—SUBSTATION EQUIPMENT.

Although this equipment is a special feature of long-distance ral electric railway work, such equipment is frequently included the main power plant. The total number and total kilowatt city for all such machines in the main power plant and in all rate substations operated by the company, therefore, must be ted for each of the classes of machines specified. Storage ies are used, either in the main power plants or in the sub- s, to help maintain a steady supply of current at the right , and "boosters" are dynamos assisting to the same end. eature of substation equipment is that, as a rule, it does rate current, but receives it, manipulates it, stores it, and e pressure or changes the form for local consumption.

INQUIRY 12.—TRAFFIC AND MILEAGE.

passengers carried.—The number of passengers car- ney consideration, either in the form of cash or tickets, rted. In cases where an extra charge is made for a the transfer passenger should be counted as a revenue

s revenue passengers are counted for each single- the line covers more than a single-fare limit. If e number of revenue passengers as reported is venue-trip passengers regardless of whether the nore unit-fare zones, the fact is to be noted under

gers carried.—Many street railways volun- ired by law, give free transfers to passengers l desiring to ride over more than one line. nerally issued in the shape of tickets at junc- or sometimes the passenger steps from one t such a ticket, under the eye of the transfer nner a continuous ride can be made over the one fare. Careful count or estimate of l the roads granting them. Transfers for is made should be counted as revenue

1.—All free passengers carried should cludes employees of the company and r persons riding on passes. If there estimate, as indicated by the inquiry. dinary practice for street railways ileage. Where it is not known, the airly well by ascertaining the num- h line or branch of the system and of the respective trips. The daily the number of days the road was obtain the total for the period

ce of confusion in computing lividual car should be consid- car mileage; but when it is sider the motor car and the mputation, the company's mputation for train mileage ld be based on the single

sengers to the number of ring upon the prosperity country as a whole the r mile in 1907 was 4.70, om this average should ed on the last page of

s, mail, and freight

INSTRUCTIONS TO SPECIAL A

LISTS AND CANVASS OF ESTABLISHMENTS.

Unlisted establishments.—Although the list of establishments furnished special agents has been made as complete as possible, it has not been practicable to secure absolute accuracy and completeness, and *special agents must be constantly on the alert to discover plants not named on the list. They will be held strictly accountable for a complete canvass of the district to which they are assigned.* They must make careful inquiry for other plants located in that vicinity.

The agents must account for all of the names on the list. A return must be secured for each establishment not already disposed of as noted on list or a satisfactory explanation given on the daily report. This explanation must be such as "Out of business, no successor," "Isolated plant, no current sold," or "Only — per cent sold." The explanation given on the daily report must be full and complete, leaving no doubt as to the conditions. The number of the establishments on the typewritten list must in all cases be written in the upper *right-hand* corner of the schedule and on the *left-hand* margin of the daily report.

Change in name of establishment.—If a change has been made in the name or location of the plant since the list was prepared, or if a report is secured for an establishment under a different name from that appearing on the list, the list must be changed (without erasures) to agree with the new conditions and this change must also be stated on the daily report.

Idle plants.—All plants that commenced operations or did any work during the census year ending December 31, 1917, must be reported, although they may not have been in operation at the end of that year. Reports are not required for plants which were closed or idle during the whole of the year. The circumstances, however, should be explained in the daily report of the agent.

Central offices.—A l from offices located els central offices of this cha which reports will be pre on the lists. Agents canva offices are located must in reports before canvassing th cured for every plant noted on ber of controlling companies for certain properties will be pr of these properties will appear o tion, "Central office," or "Re Agents must not secure reports fo office is within their district, and If in the city where such plants a should call and explain that a c being taken, also that it is understood at the central office of the company. I been made from the plant to the c schedule should be left and explana therein as desired by the person in cha will know just what information is re requests them to furnish data for the should be noted on the agent's daily re

If a plant is owned by a company w another locality, outside the territory a noted on the list as a central office plant, a p for which must be obtained from the busine complete the schedule so far as possible fro at the plant and forward it to the Census Bu ment of the facts, giving also the name and a

time the cars are in blockades or other t little of the oper- d when a day has ed the expense in the earnings may most companies, hle and explain

mile, and car car mile, and person furnish- me computa- its financial

the object of ged for a

from whom further information can be obtained. The agent must, however, exhaust every reasonable means to complete the report before sending it in to the Census Bureau.

Annual reports.—In all cases where an annual report of the company is printed, a copy of the latest report should be secured and forwarded with the schedule. Copies should also be returned of the latest report of the directors or officers of the company, or other printed matter that would add to the information contained in the schedule.

Correction of reports.—An agent should not return to a city already canvassed by him to secure information for a report returned for correction unless especially advised to do so. It is believed that the agent will be able in most cases to supply the information from his knowledge of the conditions or by use of phone. If he can not do so, he should return the schedule to the Census Bureau with such explanation for his error or neglect as he may be able to make. To obviate the necessity of returning schedules for additional information, the agent must carefully examine each report before sending it to the office, since he is expected to secure *complete* reports for all plants not already disposed of on his list before leaving the locality.

METHOD OF SECURING SCHEDULES.

Reports secured by mail.—Schedules were mailed to all companies, and if a report has been received, the name on the agent's list will be marked "Schedule received." If the mail report is unsatisfactory, that fact probably will be indicated on the list. If not satisfactory, the original will be sent to the agent to complete. When completed or corrected such reports must be signed by the agent and promptly returned. If it is found advisable to prepare a new report in place of the original, such report must be marked "Corrected report" on the title-page, and the original marked "Void; see corrected report," and returned with the new report.

Promptness of agents.—In many cases the schedule mailed to the company to be made out and sent back to the office will not have been returned to the bureau and may not be ready when the agent calls. In that even the agent will secure the report at once. If the agent has not been advised that the office is in receipt of any report, whether or not on his list, he must secure the same, or copy, although the company may claim that the report has been furnished.

TITLES OF SCHEDULES.

The electrical industries covered by the census of 1917 will be reported on the following schedules:

Schedule A 5–539. Electric railways.
Schedule A 6–540. Nonoperating and lessor electric railways.
Schedule B 4–537. Electric light and power stations.
Schedule D 15–543. Telephones (large commercial systems).
Schedule D 16–544. Telephone (short schedule for small commercial systems and independent farmer or rural lines).
Schedule D 17–553. Census of telephones, 1917—Supplemental inquiry concerning weekly rates of pay of employees.
Schedule D 14–542. Municipal electric fire-alarm and police-patrol signaling systems.
Schedule D 13–541. Telegraphs.

The reports for commercial telegraph companies (Schedule D13–541) will be collected wholly by correspondence. Reports for the industries covered by the other seven schedules will be secured by the field force, and also by correspondence.

PREPARATION OF THE SCHEDULES.

Answers to inquiries to be taken from books of accounts and records.—The information secured must be accurate. In drafting the schedule every effort has been made to frame the inquiries in such a form that the answers to them can generally be taken directly from the books of accounts and records. The agent may find a disposition on the part of persons furnishing the information to give general statements or estimates, claiming that they approximate very closely the exact figures. In no case should these general statements or estimates be accepted where it is possible to secure the answers directly from the books of accounts and records. If the accounts cover two or more of the items enumerated for any of the inquiries, the total should be equitably apportioned for the reply to each subinquiry. In all cases where the answers are estimated the amounts must be preceded by the word "Estimate."

All answers must be made clearly and neatly in ink. Each question is to be answered. If any question is found not applicable and no amounts are reported, write the word "None."

Some of the inquiries require no explanation, but the following instructions, in addition to those on the schedules, should be followed by the agents in preparing all reports:

The title-page.—Page 1 must contain the name and location of the company, the address of the general office, the signature, address, and official designation of the person furnishing the information, and the signature of the special agent. *Place the office number of the report in the upper right-hand corner.* If the address of the general or business office is at a different place from that of the plant, care must be taken to give both.

The period covered, where possible, should be that of the year ending December 31, 1917. Where, however, the business year of the establishment does not correspond to the calendar year, the data may be secured for such completed business year as corresponds most nearly to the calendar year 1917. The reports for plants that were in operation only a portion of the census year will be tabulated separately; therefore it is essential to give on the title-page the *exact period* covered by each report.

ELECTRIC RAILWAYS. (SCHEDULE A5–539.)

The schedule is prepared primarily for railways operated by electricity, as the greater number of street or urban railways, including the most important, have adopted this form of motive power. All classes of street railways, however, whether operated in whole or in part by electricity, cable, animal, steam, or other motive power, must be reported on this form.

Electrified divisions of steam roads.—Reports must be secured for the electrically operated portions of steam roads, so far as possible. Some roads keep separate accounts of the electrified divisions and for these there should be no difficulty in securing the reports. Where such a segregation is not kept by the company the agent must secure answers to all inquiries possible and against each inquiry not answered give reason for omission.

Combined reports for two or more systems.—In a number of instances independent street railway companies have recently been combined under one *ownership*. In such cases one report may be made for the operation of the entire system, but if the system of accounting will permit of the preparation of separate schedules a separate report should be secured for each of the constituent companies. (See also instructions for "Separate reports for nonoperating and lessor electric railway companies," page 19.)

Combined reports for railways and light and power plants.—A number of street railway companies generate electricity for sale to other roads, or for light, power, or other purposes. In such cases either a combined report or separate reports should be prepared as provided for by the instructions at the top of page 2 of the schedule. Although separate reports are decidedly preferred, these should not be secured unless they can be made *complete*, with no cross references. If this can not be done, a combined report should be prepared on the railway schedule, and answers secured to all inquiries which pertain to electric light and power plants.

The first three inquiries must be answered, and special attention is called to Inquiry 3. The answer to this inquiry must show how the two industries, when carried on by the same company, have been reported.

INQUIRY 4.—TRACK.

The track reported in answer to the two sections of this inquiry must be given in miles and decimals of a mile carried to two places. The total miles reported for answer to the first section must cover the total track. "Single track" means one set of rails in any thoroughfare. "Second track" means another pair of rails running alongside the first, so that cars can pass each other in opposite directions. It frequently is found in cities that a really double-track line has a single track on one street and the return track on another street.

Be careful not to report as "Operated under trackage rights or contract" any portion of the track operated under a lease and included in the column "Leased." The ownership (name and address of company) of leased track should be noted on the margin of the schedule.

The inquiry is divided into three parts. Each of the first two parts should account for the total miles of single track operated.

The miles of track reported in answer to the inquiries "City and suburban lines" and "Interurban lines" will depend upon the understanding of each company concerning the character of the road and territory served. These two items must account for the total miles of single track operated.

The answers to the last five inquiries cover only a portion of the track, as indicated by the following questions and instructions:

Track on public thoroughfares.—Give length, in single-track miles, of all road on streets, roads, or thoroughfares open to public traffic.

Track on private right of way owned or leased by reporting company.—Give the length in single-track miles of all tracks laid on ground owned by railway companies.

Track on private right of way not owned or leased by reporting company, including that operated under trackage rights or contracts.—Give length in single-track miles of all tracks laid on ground owned by individuals, firms, or corporations, other than railway companies. This must not include tracks laid on streets or public thoroughfares.

Inquiry 5.—Track, by states.

The statistics for miles of track will be shown by states; therefore when a company operates in more than one state the entire length of the road, including leased lines, must be segregated so as to show the number of single-track miles in each state. The number of miles of single track operated under trackage rights or contract must be reported separately by states.

Inquiry 6.—Accidents.

An inquiry has been added to the schedule for electric railways relative to accidents. The Interstate Commerce Commission requires reports of accidents from railway companies doing an interstate business, but reports made to the "Interstate" may not correspond with what is covered by the census schedules. The census inquiry calls for accidents only connected with the operation of the road, nontrain accidents not being included. See also the character of the accidents to be included as described in "Inquiry 6, Accidents," on the schedule.

Inquiry 7.—Cars.

The answers must account for all cars operated, ready for operation, or being repaired. Some cars may serve for more than one purpose but they must not be counted twice. The total must be the actual number. Passenger cars used also for express, baggage, freight, or mail business must be reported as "Combination cars (passenger, with baggage, express, freight, or mail)." The nonpassenger cars reported as "Express, freight, or baggage," and "mail" must be devoted solely and specifically to one or more of these several uses. Snowplows and sweepers are often a composite vehicle, and in such cases must be counted only once, with an explanatory note on the margin.

Inquiries 8 and 9.—Power-plant equipment and electrical generators.

The capacity of the engines and water wheels and of the dynamos is closely related. The engines and water wheels, as a rule, have an excess capacity over that of the dynamos.

The answer to Inquiry 8 must show the total number and indicated horsepower of each of the four kinds of machines distributed by the four classes of power specified. The horsepower given must in every instance be the total for all the machines reported for each kind shown. If the company operates more than one contributing power plant, include the total for all.

The answer to Inquiry 9, "Electrical generators," must show the total number and kilowatt capacity of each of the three classes of dynamos. Dynamos operated by water power must be shown separately as called for. The kilowatt capacity given must in every instance be the total for all machines reported for each class shown. If machines are rated in kilovolt amperes, as in the case of alternating and polyphase current machines, report the equivalent in kilowatts.

It will no doubt sometimes be found that companies having power plants do not make use of them, but purchase power. In such cases, of course, the equipment should be reported, but to avoid any misunderstanding such reports must show under "Remarks" that, notwithstanding the equipment, power is purchased.

Inquiry 10.—Output of station and current purchased.

This is an inquiry in regard to which some roads may have no data, although with many of them it is a matter of careful scientific accounting. In every case the volts multiplied by the amperes will give the number of watts. A kilowatt is 1,000 watts. There are 746 watts in the old familiar horsepower, so that a kilowatt is, roughly, 1⅓ horsepower. Kilowatt hours are the product of kilowatts multiplied by the number of hours during which the current is in use. Thus a power house with a dynamo delivering current to the line of 1,000 amperes at 550 volts pressure is generating 550,000 watts, or 550 kilowatts. If these 550 kilowatts are furnished, on an average, 20 hours daily, we get 11,000 kilowatt hours for the daily output. The total for the year can be arrived at from the daily totals.

Inquiry 11.—Substation equipment.

Although this equipment is a special feature of long-distance rural electric railway work, such equipment is frequently included in the main power plant. The total number and total kilowatt capacity for all such machines in the main power plant and in all separate substations operated by the company, therefore, must be reported for each of the classes of machines specified. Storage batteries are used, either in the main power plants or in the substations, to help maintain a steady supply of current at the right pressure, and "boosters" are dynamos assisting to the same end.

The feature of substation equipment is that, as a rule, it does not generate current, but receives it, manipulates it, stores it, and lowers the pressure or changes the form for local consumption.

Inquiry 12.—Traffic and mileage.

Revenue passengers carried.—The number of passengers carried for a money consideration, either in the form of cash or tickets, is to be reported. In cases where an extra charge is made for a transfer ticket the transfer passenger should be counted as a revenue passenger.

In most cases revenue passengers are counted for each single-fare zone when the line covers more than a single-fare limit. If in such cases the number of revenue passengers as reported is the number of revenue-trip passengers regardless of whether the trip covers one or more unit-fare zones, the fact is to be noted under "Remarks."

Transfer passengers carried.—Many street railways voluntarily, or when required by law, give free transfers to passengers paying one fare and desiring to ride over more than one line. These transfers are generally issued in the shape of tickets at junction transfer points, or sometimes the passenger steps from one car to the other without such a ticket, under the eye of the transfer agent, and in this manner a continuous ride can be made over more than one road for the one fare. Careful count or estimate of transfers is made by all the roads granting them. Transfers for which an extra charge is made should be counted as revenue passengers.

Free passengers carried.—All free passengers carried should be reported here. This includes employees of the company and local government and other persons riding on passes. If there is no record, secure a careful estimate, as indicated by the inquiry.

Car mileage.—It is an ordinary practice for street railways to keep an account of this mileage. Where it is not known, the car mileage can be estimated fairly well by ascertaining the number of round trips daily on each line or branch of the system and multiplying this by the length of the respective trips. The daily average should be multiplied by the number of days the road was in operation during the year to obtain the total for the period covered by the report.

The use of "trailers" is a source of confusion in computing the car mileage. As a rule the individual car should be considered as the unit in computing the car mileage; but when it is the practice of the company to consider the motor car and the trailer as one car in making the computation, the company's figures should be accepted. The computation for train mileage composed of three or more cars should be based on the single or individual car mileage.

The ratio of the number of fare passengers to the number of car miles run has a very important bearing upon the prosperity of the street railway business. For the country as a whole the average number of fare passengers per car mile in 1907 was 4.70, and 5.06 in 1912. An extreme variation from this average should be questioned, and if correct, fully explained on the last page of the schedule.

In many cases the car mileage of express, mail, and freight car service will be a matter of estimate.

Car hours.—The car hour represents the time the cars are in service, and includes all time they are held by blockades or other causes. It is based upon the principle that but little of the operating expense can be stopped or even checked when a day has started, and that if most of the cars are blocked the expense in large degree will be continued even though the earnings may wholly cease. Car-hour records are kept by most companies, but if not kept, secure the best estimate possible and explain under "Remarks."

Revenue passenger ratios per mile of track, car mile, and car hour.—The revenue passengers per mile of track, car mile, and car hour must be computed and submitted to the person furnishing the data to see that they harmonize with the same computations that have been made for the use of the company in its financial reports.

Fare charged per passenger within city limits.—The object of this inquiry is to obtain a statement of the fare charged for a

parlor, sleeping, dining, and special car revenue.—It is a practice [illegible] railways to hire out cars for special travel purposes. These are usually known as "special" cars, a definition [illegible] theater cars, funeral cars, or other cars furnished under special arrangement. For all work of this [illegible] it is the custom to make a special and separate rate, and the [illegible] this business should have no difficulty in giving the [illegible] Parlor, sleeping, and dining car revenue should [illegible] the income from extra accommodations in cars of special [illegible]

[illegible] revenue.—Include amounts earned for the transportation [illegible] and the use of railway mail cars and bonuses for special [illegible] transportation.

[illegible] revenue.—Include amounts earned for transportation [illegible] milk and cream.

[illegible] transportation revenue.—Include amounts earned [illegible] and maintenance revenue as provided for [illegible]

The combined balance sheets of all roads in the country must result in showing the total capital stock and funded debt of both operating and leased roads. Therefore the proportion of these securities which are owned by street or electric railways should be shown separately, so that a net figure for each kind of capital can be presented. For this purpose it is necessary that the amount of stocks and bonds of other electric railway companies owned by the company reporting be reported in answer to the third question under "Assets."

If there is a profit and loss *deficit*, or if a large amount is reported for "other permanent investments," the reason for the loss and the nature of the investments should be given on the last page of the schedule. Items such as "purchase of completed road" or "payment for franchise" may be included as "road and equipment," and not as "sundries" or "other permanent investments." "Sundries" is intended to include only the minor elements of accounts.

Inquiry 16.—Employees, salaries, and wages.

The salaries and wages reported here will also be included in the amounts reported for the different items, under Inquiry 14B, "Railway operating expenses," but this statement is required in order to obtain the number and wages for each class of employees. Account for all persons employed by the company, both in the management and in the operation of the road, but do not include those engaged exclusively on additions or extensions. Give the number of officers who receive salaries (not the number of stockholders) and the total amount of their salaries. Report separately the number and wages of conductors, of motormen, and of all other employees. If possible, the number employed on September 29, 1917, should be reported, as it is desirable to have the figures represent the same day for all companies. There should be no difficulty in securing this information, as all companies have a record of some character concerning their employees. If the road was in operation only a portion of the year, and for this or other reason the number can not be obtained for September 29, obtain the number for the nearest representative day.

The salaries and wages must be the total amounts paid during the year or period covered by the report.

Inquiries 17, 18, and 19.—Questions for electric light and power plants operated in connection with railways, which can not be reported separately.

These inquiries, when considered in connection with their accompanying instructions and those at the top of page 2 of the schedule and pages 22 and 23 of these instructions, should be readily understood and properly answered.

Inquiry 20.—Fuel used.

This inquiry seems to require no explanation. It should be remembered, however, that the quantity and value must represent the fuel actually *used* for power during the year covered by the report. The quantity of fuel used should be consistent with the cost reported for "fuel for power," Inquiry 14B.

Separate reports for nonoperating and lessor electric railway companies must be made on schedule form A6-540.

Separate reports must be obtained for all street railways which are leased to operating companies, covering the data for length of track, the income account, and balance sheet. The purpose is to present, in the financial accounts, a correct bookkeeping total of income, expenses, etc., including the duplications which arise from the practice of leasing railway properties. The amount of such duplications will then appear under the respective inquiries in the schedules, and net amounts can be calculated.

Aside from the desirability of having such complete bookkeeping accounts, it is essential to secure the statistics of leased roads separately in order to avoid error.

While agents may be able to prepare correct reports for the operating companies so far as the physical equipment and traffic features are concerned, it is very difficult to make a proper consolidation of the financial items. It requires an expert accountant to combine correctly figures of leased and operating roads, avoiding duplication.

While the figures for both operating and leased roads should be published separately, it will not do to calculate either the cost per mile of track or the capital liabilities per mile of track of either the operating or the leased roads separately, since in many cases the operating company spends large sums in improving leased lines which are not counted in the cost of such leased lines.

When the attempt is made to combine reports of operating and leased roads, there should be an item of receipt in the income account, usually in the form of payments of guaranteed dividends and interest on stock and bonds received by the leased companies, equal in amount to the item for rent of leased lines and terminals reported under the heading of "Deductions from gross income" by the operating companies. The net income would then include the amount of rentals as well as the dividends and surplus of the operating company. Indeed, if the operating company and leased lines were to be treated strictly as one, both payments for rentals and receipts from rentals would be omitted. When separate reports of operating and leased companies are made and tabulated, rentals received in the totals will balance rentals paid, and total net income will include the dividends and surplus of both operating and leased companies, or the real profits of the business.

In the same way the items of interest on funded debt and taxes in the case of operating companies should include only interest on their own bonds and taxes on their own property. In many cases such companies assume directly the bonds of leased lines. The schedule should show the interest of the operating companies on their own debt and that on the debt of leased lines, but only the former must be charged as interest and the latter as "rent of leased lines and terminals." The rental received by leased companies will then be made to show the sum intended for interest on their bonds, and their expenditures will show a payment for such interest and their own taxes.

Operating companies often own part of the securities of leased companies. A correctly combined balance sheet of both operating and leased companies will show the total capital stock and funded debt of both, and over against this, under the head "Stocks and bonds of other electric railway companies," the amount of stocks and bonds held by the operating company.

Because of the complications above indicated it is evidently essential to correctness of data, and for the purpose of securing a net balance sheet, *to insist on having separate* supplementary reports for nonoperating and lessor companies.

There are comparatively few leased street railways, and the supplementary figures desired can be obtained with little difficulty. Reports for leased roads should accompany the report of the operating company.